CANADIAN SCENERY

GASPÉ.

Library
of the
University of Toronto

HC
P9958c

CANADIAN SCENERY:

DISTRICT OF GASPÉ,

BY

THOMAS PYE.

BEAUTIFULLY ILLUSTRATED WITH TINTED LITHOGRAPHS,

FROM PHOTOGRAPHS BY THE AUTHOR.

386565
7.11.40

Montreal:
PRINTED BY JOHN LOVELL, ST. NICHOLAS STREET.
1866.

Entered, according to the Act of the Provincial Parliament, in the year one thousand eight hundred and sixty-six, by THOMAS PYE, in the Office of the Registrar of the Province of Canada.

TO HIS EXCELLENCY THE RIGHT HONOURABLE

CHARLES STANLEY VISCOUNT MONCK,

GOVERNOR GENERAL OF BRITISH NORTH AMERICA,

&c., &c., &c.

My Lord,

The work which I am now presenting to your Lordship, and the Canadian Public, would, in all probability, have remained unpublished, had I not been encouraged and emboldened by the gracious permission accorded to me, to dedicate it to your Lordship.

An enthusiastic admirer of Nature, in her wildest and most romantic garb, I have long cherished the hope that I might one day be enabled to lay before the Public, a Series of Views of the grand and beautiful Scenery which abounds in the District of Gaspé, and thus assist in making more generally known, one of the most valuable, though heretofore least appreciated, portions of this noble Province.

Such being the end I have in view, your Lordship will, I trust, forgive my shortcomings, and make every allowance for the difficulties and disadvantages I have had to contend with, in what was once designated, "The Inferior District of Gaspé."

I have the honour to be,

My Lord,

Your Lordship's truly grateful

And very humble servant,

THOMAS PYE.

Gaspé Basin, October, 1866.

P. Murison, Land Surveyor.

Roberts & Reinhold, lith. Montreal.

Digitized by the Internet Archive
in 2015

https://archive.org/details/canadiansceneryd00pyet

Canadian Scenery, District of Gaspé.

INTRODUCTION.

Before proceeding to describe the various localities in Gaspé, of which views have been taken, it may be proper to begin with a short general description of the District.

The District of Gaspé forms the eastern extremity of the Province of Lower Canada. It is bounded on the west by the County of Rimouski, north by the River St. Lawrence, east by the Gulf, south by the Bay of Chaleurs and the Province of New Brunswick, and lies between the parallels of 47° 20′ and 49° 10′ north latitude, and 64° and 66° 30′ longitude west from Greenwich.

From Cape Chat, the western limit on the St. Lawrence, the sea-board extends to the River Restigouche, a distance of about 280 miles. This District formerly constituted one county, sending only one member to Parliament, and was generally known as the "*Inferior District of Gaspé.*" The late Mr. Robert Christie, the historian of Canada, who was many years member for Gaspé, often stated that "it was a complete terra incognita, Kamschatka being better known to the majority of the reading portion of the community, even of these Provinces, than the Inferior District!"

Gaspé is now divided into two Counties, Gaspé and Bonaventure, each sending a member to the Legislative Assembly. The former extends from Cape Chat to Point Maquereau, the latter from Point Maquereau to the Restigouche. These counties united with Rimouski, form the Gulf division, which elects a Legislative Councillor.

According to the census of 1861, the total population of the County of Gaspé was 14,077 souls. This includes Bonaventure Island and the Magdalen Island group, all of which form part of the County for judicial and elective purposes.

The population of Bonaventure at the same period amounted to 13,092,—giving a total of 27,169 for the entire district. Of this population 6,558 are Protestants, and 20,611 Roman Catholics.

From Cape Chat to Ship Head, the coast is for the most part wild and mountainous, and so precipitous, in many places, that travellers must walk along the sea shore. There is a good carriage road from Quebec to St. Anne des Monts, and a practicable line has been traced by Mr. Baillairgé, by order of the Government, from that point, in rear of the mountains which skirt the shore to Fox River, which road, when made, will complete the line from Quebec to Gaspé Basin, along the St. Lawrence.

St. Annes is a Seigniory, owned by Mr. John Le Boutillier, M. P. P., who has a good fishing establishment at the mouth of the river, of the same name, which flows through the Seigniory.

There is a large tract of good land in this locality which is well settled, the population in 1861 being 869 souls. The difficulty of access to Percé has caused this portion of the County of Gaspé to be united to Rimouski for all judicial purposes, except in criminal cases, and there is also a separate Registry Office at St. Anne des Monts.

Mont Louis is the next important settlement. This is also a Seigniory, owned by Mr. Thomas Fraser of Quebec.

The next Seigniory is Magdelaine, a small settlement; then Grande Vallée des Monts, where Messrs. William Fruing & Co. have a fishing station. Fifthly, Ance de L'Etang, commonly known as Grand Etang. There are thus five Seigniories between Cape Chat and Fox River. The last is owned by the Messrs. L'Esperance, of St. Thomas, who have established there a well-conducted and profitable fishery, combined with which they have a fine farm. These gentlemen, like Alexander Selkirk, may truly say that they are "monarchs of all they survey," and what is more to their credit is, that they are, we believe, the only French Canadian merchants who have been eminently successful in this branch of business on the Gaspé coast.

Fox River, of which a view appears in this work, is the next settlement, and here the postal road, which follows the line of coast until it reaches the Restigouche, commences. A courier manages to carry the mail twice a week throughout the year, from here to St. Annes and back. The opening of the line of road traced by Mr. Baillairgé is much needed, and ought to be urged upon the Government, by the member for Gaspé. It would not only cause the country to become settled, but possibly be the means of revealing hidden treasures, in the shape of minerals or petroleum. The land in the valleys is said to be well adapted for agricultural purposes. This road once completed would enable travellers to drive round the district.—Starting from Rivière du Loup, you would descend along the south shore of the St. Lawrence, ascend the Bay of Chaleurs, and regain your starting point via Matapedia and Metis.

Following the line of coast from Fox River, we come to Griffin Cove, thence to Cape Rosier, that Scylla of the St. Lawrence. An excellent light-house has been erected on the Cape, to warn the mariner of his danger, and a gun is fired every half-hour in thick foggy weather. The next point is Ship Head, which brings us to the Bay of Gaspé, a full description of which is appended to the view.

Having reached Gaspé Basin, we proceed along the southern shore of the bay, which is well settled, and is known as Sandy Beach. Here we have a neat Protestant Church and comfortable Parsonage, which, though standing on an eminence, are nearly concealed from view by a fine grove of trees. From this we reach Douglas Town Ferry, distant from the Basin seven miles. This is the mouth of the River St. John, a noted salmon stream, whose waters are well worthy of being visited by the true disciple of Isaac Walton. Like all the rivers on this coast, the River St. John has at its entrance a large lagoon, divided from the sea by a low sand bank, forming a safe harbour for small schooners. There is good anchorage in the bay for vessels of the largest size, and it was here that the Royal Squadron first anchored, on the occasion of the Prince of Wales' visit to Canada.

The site of Douglas Town was originally selected by a Scotch surveyor of the name of Douglas, and intended by the Government as a place of settlement for U. E. Loyalists. The inhabitants are all engaged in the fishery, and are principally Irish and French Canadians. It is a town in name only, the sole public building being a Roman Catholic Church. The high-road from Douglas Town still skirts the line of coast as far as Seal Cove, where it strikes through the forest to Belle Ance, in Malbay, a distance of about eight miles. This *portage*, the Canadian name for all forest roads, is partially settled towards Malbay, but the first four miles, on the opposite side, will

afford the traveller a fair idea of the primeval forest. On reaching Belle Ance, the high-road joins the portage at right angles, branching off on the left to Point St. Peters, and on the right to the mouth of the river and ferry. As you emerge from the portage road, on a fine clear day, a grand tableau meets the eye, well worthy of the artist's pencil. The whole range of the Percé mountains rise in all their majesty before you, the village of Percé being partly visible. Mount Joli and Percé Rock form striking objects to the left, both the arch and split in the Rock being plainly seen. Beyond these, Bonaventure Island stretches out, not unlike a gigantic whale, resting on the bosom of the vasty deep. The ocean dotted with vessels and fishing boats, perhaps a steamer ploughing its smooth surface, completes the sea view, while to the right, hill upon hill, and mountain upon mountain, crowned with the evergreen forest, extend as far as the eye can reach.

The Bay of Malbay is a splendid sheet of water, bounded by Percé on the one side and Point St. Peters on the other. When you arrive at the mouth of the river of the same name, the ferryman is again in requisition. A few hundred yards beyond the ferry is a large new Roman Catholic Church. The river is well settled along the bank a considerable distance up the stream. The harbour is accessible for small craft only, on account of the sand bar at the mouth of the river. The lagoon is very extensive, forming a beautiful sheet of water, when the tide is high. On this river there is also good salmon and trout fishing, and abundance of wild fowl in spring and fall.

Having crossed the ferry, the road runs along the sand bank which divides the sea from the lagoon, a distance of four miles, to the corner of the Beach, a small settlement, consisting of a few respectable families. Here the road commences which winds in rear of the St. Annes range to Percé, a distance of about five and a half miles. The scenery through this mountain gorge is truly grand, and the contemplation of its beauties will more than compensate the tourist for the difficulties of the road. About a mile from the highest point, you pass immediately by the base of a stupendous wall of conglomerate, which appears as though it had been uphove by another Atlas. There are indications all around Percé, that at some distant period the mountains have been rent, and vast masses dislodged from their original position by some violent convulsion of nature.

A few miles out of Percé, the country assumes a level appearance; the mountain ranges gradually disappear from the background, and there is evidently a wide extent of land in the interior, suited for agricultural purposes.

The roads throughout the County of Gaspé are tolerably good on the whole, for a new and sparsely settled country. Those in the Township of Percé are decidedly the worst, and most of the bridges are in a very dangerous state, without railings or guard of any kind, to prevent the traveller from being precipitated into the abyss below.

The Court House and Gaol at Percé being in a most dilapidated state, there is every probability that new buildings will be erected at Gaspé Basin, which will then become the shire town.

The distance from Percé to Cape Cove is eight miles, and ten from thence to Grand River. The land throughout this section of the county is well adapted for agricultural purposes, comparatively level and well watered. All the front lots are occupied, and the inhabitants are evidently paying more attention to their farms than heretofore.

Grand River is the only one in the District of Gaspé which has been bridged by the inhabitants. The money was borrowed from the "Municipal Loan Fund," and it is much to be regretted that what might have been an important public benefit, bids fair to become a public nuisance, in consequence of the dissensions between the inhabitants to which it has given rise. The harbour at Grand River is a bar harbour, accessible only to small vessels.

The Seigniory of Pabos joins that of Grand River. Little Pabos is the next settlement, with a river of the same name, which was bridged by the Government in 1844. Next comes Great Pabos, where a chartered English company, under the name of the Gaspé Fishery and Coal Mining Company, formerly established their head quarters, and squandered the moneys entrusted to them by the duped shareholders. Under the French rule this appears to have been a well settled locality. On a small island, in the middle of the lagoon, traces could be lately seen of what once constituted the foundations and cellar of a large house, said to be that of the Governor or Intendant. The remains of three mill-dams on the north side of the river were also visible, and the various articles found from time to time prove that a considerable number of families must have once occupied the front.

Pabos is a bar harbour and very difficult of access. There are two rivers which empty themselves into the lagoon, at a short distance from each other. A large portion of the land in Great Pabos is unfit for culture.

The Pabos, as well as Grand River, are the resort of large flocks of wild fowl in the spring and fall. The inhabitants are all sportsmen. The distance from Grand River to Pabos is about eight miles, thence to Newport, three.

The Pabos estate may be said to be in Chancery; part of the buildings have been sold and removed, the rest are going to ruin.

Newport is a snug little cove, with good anchorage for small vessels. There are two small fishing establishments here, one belonging to Messrs. Charles Robin & Co., the other to Mr. Philip Hamon, a native of Jersey, who resides here with his family. About two miles beyond are two small patches of rock, called the Newport Islands, where Captain Philip Dean, of Jersey, once had a fishing stand. A mile and a half further brings us to Point Maquereau, the western boundary of the County of Gaspé. This point marks the entrance to the Bay of Chaleurs, the Island of Miscou, distant about fifteen miles, being the boundary of the bay on the New Brunswick side.

From the Islands the road leaves the shore, and passes through the woods a distance of about five miles to L'Ance au Gascon. Point Maquereau is not visible from the road, so that the traveller passes the boundary between the two counties without being aware of it. The land through this portage is rocky and scarcely fit for settlement.

Having reached L'Ance au Gascon, the country is again broken, and you have a continuous succession of hill and dale. The scenery from this to Port Daniel is bold and romantic,—and when you reach the summit of the range of Devil's Cape, (some call it Cap au Diable, others Cap à l'Enfer,) the beautiful bay of Port Daniel suddenly meets the eye, and a splendid and varied panorama lies before you. As you descend the mountain, on a fine summer afternoon, an interesting and amusing scene often presents itself. The fishing boats having just returned, men, women, and children are all busily engaged in landing, spliting, and carrying the fish to the stages. At the mouth of the Port Daniel River we have again the usual lagoon, and bar which prevents the entrance of vessels of any size, but there is good anchorage under the Cape. On this, the east side of the river, just at the harbour's mouth, snugly ensconsced under the hill, stands the Roman Catholic Church.

The "Gaspé Fishery and Coal Mining Company" commenced an establishment, and built a couple of small vessels on this river,—and their so-called coal field, *a bed of shale*, is about three miles up the stream.

Crossing the ferry, about a quarter of a mile further, is another river, on which there is a small saw-mill. A good substantial bridge, built by the Government, spanned this stream, but the approach from the westward being a sand-bank, without protection of any kind, has been washed away, and no steps have been taken by the Municipality to repair the damage.

This is a thriving settlement, having many good farms in and around the Bay. Port Daniel is also the name of the Township, which commences at Point Maquereau.

As you ascend the hill, on the west side of the Bay, there is a small Presbyterian Church, and on the level beyond, another place of worship belonging to the Church of England.

From this point the country assumes a level appearance; the land is better adapted for agricultural purposes, and the farms denote a higher state of cultivation.

An hour's drive from Port Daniel brings us to Chigouac, a small settlement, through which runs a good mill stream, with two grist mills erected on it. There is also a small Episcopal Church and Parsonage. This is in the Township of Hope. About a mile and a half further is a small Roman Catholic Chapel, which is in a settlement called Nouvelle. Beyond this we come to a small cove and river, with a small grist mill upon it. Having crossed the bridge, we come to a fine level tract of land, called Hope Town. The settlers are chiefly Scotch, and the fine farms and good buildings prove that the owners are industrious and economical. The road from this to Paspebiac is perfectly level. The last three miles pass through what is termed Hope Town Woods, a fine piece of forest land, owned by Messrs. Charles Robin & Co. But these gentlemen having sold or leased the lots along the road, for settlement, handsome cottages are springing up, and the forest is fast disappearing.

As we emerge from the woods, a number of vessels at anchor, and the fine white buildings on the low sandy beach, denote that we are approaching some important place. This is Paspebiac, of which a description will be found appended to the view. From Paspebiac to New Carlisle is a beautiful drive of three miles. The Bay of Chaleurs is before you on the left, in all its beauty and grandeur. The adjacent coast of New Brunswick, which is now plainly seen, forms the background. On the right you have well cultivated farms and neat cottages. The whole range of land, from Nouvelle River to the Great Bonaventure, is of excellent quality for agricultural purposes.

From New Carlisle to Bonaventure River, a distance of about eight miles, the road is tame and uninteresting, the only objects worthy of mention being two grist mills.

The Bonaventure is a large river, abounding in salmon and trout, and forms an excellent harbour for small vessels. Some years ago vessels of 200 to 250 tons could load here with timber, but the bar has increased so much of late, that vessels drawing more than eight to nine feet cannot enter. An extensive business has been carried on in Bonaventure, at various periods even within the last ten years, but it appears as though some fatality attended all who have attempted to establish themselves in this locality. Nothing is done here now, and the harbour is wholly deserted, except when the coasters of Messrs. Robin, or Le Boutillier Brothers, come in to collect fish; or in spring and fall when a number of schooners, which winter here, are being fitted out or laid up. No extensive lumber trade could be established in this locality at present—all the rear lands from Paspebiac to New Richmond, or nearly so, being still owned by the Gaspé Company. The sale of those lands was an act of injustice to the inhabitants of the Townships of Cox and Bonaventure, who are thus almost precluded from obtaining even firewood. This river is the resort in spring of immense shoals of smelt, which enter it to spawn, and thousands of barrels are recklessly destroyed by the inhabitants, for the purpose of manuring the land. Thousands of barrels of herrings, of which fabulous quantities arrive, are every spring used for the same purpose. The herring do not enter the river, but literally roll on shore along the sandy beach, which extends from here to Little Bonaventure. The inhabitants have been known to drive their carts to the water's edge, and there load by scooping the fish from the sea with a dip-net.

To the westward of the harbour is a fine new

Roman Catholic Church, the largest we believe in the District of Gaspé. Bonaventure is a populous Township, originally settled by the Acadians.

Three miles further brings us to Little Bonaventure River, a small stream scarcely deserving the name of river. In 1856 the Bay of Chaleurs was completely frozen over, from the Great Bonaventure to Bathurst, the whole surface of the Bay being as smooth as a pond. Numbers of persons crossed over with horse and sleigh, even as low as Little Bonaventure, from which forty persons went to Petit Rocher, a distance of fifteen miles, for ash to make hoops.

Though this is generally known as the Parish of Bonaventure, it is now the Township of Hamilton.

A couple of miles beyond Little Bonaventure, the country assumes a more picturesque appearance, with a succession of hill and dale. Passing Black Capes, a Scotch settlement in the Township of New Richmond, a grand *coup d'œil* presents itself as you reach the highest point. The Village and Bay of New Richmond form the foreground, with the settlement of Maria running along the base of the Carleton Mountains, which tower aloft in rear. To the left of these you see the islands near Dalhousie, and the New Brunswick coast from thence to Bathurst. Having crossed the Little Cascapedia, you pass the Presbyterian Church, on your left, and soon reach what may be termed the village. Here is situated the fine property owned by the heirs of the late William Cuthbert, Esq., a Scotch gentleman, who carried on a large business in the lumber trade and ship-building. Just beyond, is the Roman Catholic Church. From Black Capes to the Great Cascapedia is a good agricultural district, principally occúpied by Scotch settlers. The land between the rivers is a fine level country, occupied in rear as far as the seventh Concession. There is good safe anchorage for large vessels between the two rivers. This should have been the site of the Shire Town, being more central, and better adapted in every respect than New Carlisle, from which it is distant about thirty miles. Both the Cascapedia Rivers abound with salmon and trout.

Crossing the Great Cascapedia we land in the Township of Maria, which extends along the seashore at the side of the Carleton Mountain range. Just as we leave the river, the road passes through a small Indian settlement of the Mic Mac tribe, and a little beyond is a grist and saw mill. About four to five miles from the ferry is a large new Roman Catholic Church. The land along the seashore of Maria is low, the road being but little elevated above high-water mark. This is a populous Township, the soil being good, some three concessions deep, to the foot of the mountains.

There is nothing worthy of notice until we reach Carleton Church, a large new building, about a mile from the village. There are no Protestant places of worship on this side of New Richmond.

Passing the village of Carleton, we proceed through the township, which at this part is a narrow slip of land, scarcely one concession deep, until it touches the base of the mountain, which rises here with a steep acclivity. The summit is a fine table land. Here the inhabitants of the village obtain their firewood, which is brought to the edge, and then shot down the inclined plane. A considerable extent of land has been cleared on the summit, and good hay is raised to feed the cattle which are employed in drawing the wood during the winter months.

The next Township is Nouvelle, which includes the Seigniory of Schoolbred. Nouvelle River is a considerable stream, abounding in salmon and trout, the latter being the finest fish we have ever seen. Megouacha Point, which is seen on the left, is about two miles from Dalhousie, and derives its name from the red colour of the soil, which, in the Mic Mac language, means a long time red. We cross the river by a bridge at some distance from Nouvelle Basin. An hour's drive brings us to the Township of Mann, in which is situated the

Mic Mac colony known as Mission Point. The total number of Indians in the County of Bonaventure at the last census was 641, of whom about 500 are located at this place. They have their own Church; and a Roman Catholic Missionary, who speaks their language, is stationed here. They have turned their attention to agriculture—a large tract of land being specially reserved for their use, and some of them are in tolerably easy circumstances. One of the tribe, known as Peter Basket, paid a visit to Her Majesty Queen Victoria, some fifteen years since, and returned with numerous presents which he had received from the hands of our gracious Sovereign, and the lamented Prince Consort.

The Indian settlement is on the bank of the River Restigouche, nearly opposite Campbelltown on the New Brunswick side.

Restigouche is the next Township, then Mátapedia, the last in the County of Bonaventure. These townships are but sparsely settled, but the land is good and well suited for cultivation.

The land throughout this County is little inferior on an average to that of some of the best English Counties, and as good grain, peas, beans, potatoes, turnips, and vegetables of all kinds, can be raised as in the old country, in proof of which we need only state, that wheat grown in New Richmond took a first prize at the Paris Exhibition.

It is to be hoped that the Intercolonial Railroad will be continued along the North Shore route, that is from Rivière du Loup to Campbelltown and Dalhousie. In that case this fine country would rapidly be settled, and the Restigouche become an important sea-port.

Travellers who wish to escape the sea voyage can now visit Gaspé by the land route, a good road having been opened from Restigouche to Metis. The varied and magnificent scenery on the banks of this fine river will amply compensate the most fastidious tourist for any difficulties the road may present.

We may observe here that we have thought proper to include views of two places on the New Brunswick side, viz., Bathurst and Dalhousie, owing to their situation on the Bay Chaleurs.

We have to acknowledge our obligations to several of our friends, who have contributed information made use of in this work; and, in particular, we would beg leave to return thanks to the following gentlemen, for their valuable assistance to us in the prosecution of our labours:—The Hon. Mr. Justice Thompson, of New Carlisle; Mr. Sheriff Vibert, of Percé; M. F. Gibaut, and A. Carcaud, Esqs., of Pasbebiac; W. Baldwin, Esq., of Bathurst; D. Stewart, Esq., of Dalhousie; J. J. Fox, Esq., of Magdalen Islands; John Eden, C. C. Fox, Malcolm Sinclair, George Dumerasq, Esqs., of Gaspé Basin, and P. Murison, Esq., Crown Land Surveyor, of New Carlisle.

Thomas Pye Delineator.

PIRGE BROOKE.

Roberts Bromhold Lith. Place d'Armes M.

PERCÉ ROCK.

This view represents one of the most remarkable objects that meet the eye of the mariner or traveller along the entire Canadian seaboard. To the former it is an excellent beacon, and is one of those extraordinary monuments of the Omnipotent Architect, which once seen can never be forgotten.

Its name of Percé, properly Le Rocher Percé, or the Pierced Rock, is not derived from the hole now seen, which was very small a few years ago, but from that which formerly existed, forming the space between the Rock and its outward watch-tower. The arch gave way with a terrific crash in June, 1846, and this is now called the split. The present "*Hole in the Wall*" forms a perfect arch, being about sixty feet in height by eighty in width. At low water you can walk through and scan its mighty proportions; at high water fishing boats can pass through.

The Rock is composed of mottled yellowish and reddish limestone (supposed to belong to the upper Silurian age), which is gradually yielding to the devastating power of the elements. Its base is accessible at low water on the south side, as seen in the view, to foot passengers, who can walk the entire length to the split. But on the opposite side the water is so deep that a line-of-battle ship could run stem on. It is distant some 200 yards from Mount Joli, on the mainland, and is about 300 feet high at this part. Its length is about 1400 feet; its breadth, at the widest part, 300 feet. It is nearly perpendicular on all sides, and may, therefore, be considered inaccessible; but in 1818, Messrs. Moriarty and Dugai, two residents in the village, undertook the dangerous ascent, and having gained the summit, a strong rope was well secured thereon, by means of which the ascent was again made during several years, for the purpose of cutting the long grass which grows on the top. This grass, being made up into bundles, was lowered into boats anchored below, and as much as three tons of hay was thus obtained annually. A by-law was ultimately passed by the magistrates, prohibiting the ascent, in consequence of a man having lost his life while making the perilous attempt.

A remarkable feature connected with the Rock is its being the resort, during the summer months, of vast numbers of sea-fowl, who make their nests on the summit;—and in July and August, when the young are fledged, and the parent birds have returned in the evening from their foraging excursions, the whole surface of the Rock literally swarms with thousands of birds, making a most discordant noise, which can be heard at a distance of several miles, and in dark nights or foggy weather, warns the mariner of his proximity to Percé. Captain Davidson, formerly of the steamer "Lady Head," has often gratified his passengers, by firing a gun whilst passing. This causes a perfect cloud of gulls, gannets, cormorants, etc.,

to rise and set up the most discordant and unearthly yells and screams imaginable.

Each successive fall the feathered occupants of Percé Rock abandon their birth-place for some milder region, returning with the first indications of spring. Their arrival is always hailed with pleasure by the inhabitants of the locality, who are thus assured of the speedy disappearance of the ice and snow, by which they have been surrounded during the previous five months.

Surveyor General Bouchette, in his Topographical Description of Lower Canada, published in 1815, speaking of Percé, says:—

"Very near the southerly point of Mal Bay there is a remarkable rock, rising about two hundred feet out of the water, and about twelve hundred feet in length, in which there are three arches completely wrought by nature; the centre one is sufficiently large to allow a boat under sail to pass through it with ease."

Abbé Ferland, in his Journal of a Voyage on the shores of Gaspé, observes, that "everything would seem to indicate, that in bygone ages the Rock and Mount Joli were united by similar arches, an opinion confidently expressed by Denys, who visited this spot two centuries back. At the period of his first visit, there was only one arch. But when he returned many years after, he found that the sea had scooped out two others, one of which he says disappeared through the crumbling away of a part of the rock."

Roberts & Reinhold lith. Place d'Armes, M.

FOX RIVER.

Fox River is the first important settlement, after Grande Vallée, as you descend the St. Lawrence, and is twenty-one miles above Cape Gaspé. The cove of Fox River is about a mile and a quarter in depth, and affords a safe shelter from north-west to south-west winds, for vessels of a light draught of water, such as schooners of 150 tons and under. Reefs extend from the N. W. and S. W. points, forming a break-water, and reducing the entrance to about half a mile in breadth. But in gales from N. E. to S. E. a heavy sea rolls in. The river is an insignificant stream, which can only be entered by fishing boats at high water, except in spring tides, when it is accessible to small vessels drawing from seven to eight feet of water. Being an excellent fishing stand, this cove is thickly populated, as indicated by our view. The cod-fishery is the great commercial staple and source of employment along this coast; but the soil being good, most of the settlers have more or less land cleared and under cultivation, and many begin to devote more of their attention to agriculture than heretofore. Barley, oats, potatoes, turnips, and all kinds of vegetables are grown to advantage.

As a fishing station, Fox River is generally considered one of the best in the Gulf, one of its great advantages being the close proximity of the fishing ground. The boats are often anchored close in shore, say a cable's length. There are five mercantile houses in the cove,—Messrs. Wm. Fruing & Co., Wm. Hyman, John de St. Croix, John Le Conteur, and Blouin Brothers. It is a great rendezvous for the American fishermen during the mackerel fishery, fifty to sixty schooners being often anchored in the cove at one time, whose cargoes are not unfrequently caught within a few miles on either side of the harbour. This simple fact proves the importance of our fishing grounds to the Americans.

The only place of worship is a large Roman Catholic Church, commenced and finished within the last three years. There is a wooden building used as a Court House, the Circuit Court sitting here in the month of August.

The Queen's highway, or great postal road from Quebec via Metis, and round the Bay of Chaleurs, may be said to end here for the present. From this, ascending the St. Lawrence to St. Anne des Monts, there is only a footpath, which frequently diverges along the beach, where the mountains are almost precipitous to the shore. But Mr. G. F. Baillargé, who was sent to explore, having reported that a good road can be made through the valleys in rear, it is to be hoped that the Government will cause the work to be proceeded with immediately, and thus complete the line from Quebec to Gaspé Basin, along the shore of the St. Lawrence. Some idea may be formed of the change which has taken place in these parts, from

the following extract from Bouchette's Topographical Description of Lower Canada,—a work published in 1815, vide page 582:—

"Between Cape Rozier and Cape Chat the coast is mountainous and barren, having only three or four houses throughout the whole distance, besides a small settlement of a few families at Mont Louis, in the vicinity of which there happens to be some land fit for culture, although there are five seignorial grants of land within that space."

There is an excellent road, made under the supervision of Mr. A. Painchaud, from Fox River to the Peninsula, or north-west arm, distance about fourteen miles, thence to Gaspé Basin by water, three miles. This road passes through Griffin Cove, six and a half miles distant from Fox River, where there are two large fishing establishments. That on the N. W. side belongs to Messrs. Wm. Fruing & Co.; that on the S. W. to Mr. John Le Boutillier, M. P. P., who, in addition thereto, has a fine farm, and a new and comfortable dwelling-house. There is a good road along the shore from this to the light-house at Cape Rozier, distant nine miles.

Fox River is the nearest part, on the main-land, to the Island of Anticosti, being distant from the south-west point about forty-five British statute miles.

Our view of this picturesque cove is taken from the cape above Messrs. Wm. Fruing & Co.'s establishment, which does not appear in the plate. The first buildings on the right hand corner are Mr. John De St. Croix's new establishment. The next group to the left is that of Messrs. L. A. Blouin & Co. The Roman Catholic Church forms a prominent object on the rising ground, the Parsonage appearing to the right. Three schooners are seen anchored in the harbour. The cluster of buildings near the left are those owned by Mr. Hyman.

The high land, forming the background, is part of the mountain range which bounds the course of the St. Lawrence.

Thomas Pye, Delineator.

Roberts, Rendell, Lith. Place des Arts, Md.

GRAND GRÊVE.

Grand Greve is a fishing settlement on the north side of Gaspé Bay, distant about five miles from Ship Head, and takes its name from a large pebble beach, which has evidently been formed by the action of the waves in westerly storms.

Our view represents the fishing establishments of Messrs. Wm. Fruing & Co. and Wm. Hyman. The latter establishment consists of the group of buildings in the foreground of our view, where a stage-head extends furthest into the water. The buildings beyond, with the flag-staff in rear, and the whole of the beach above-mentioned in front, belong to the first named firm; the portion fronting, and nearest the sea, being seen between the two stage-heads shown in the view.

Grand Grêve was originally settled as a fishing stand by the Messrs. Janvrin, of the Island of Jersey, about 1770, and was purchased by the present proprietors in 1857. It is the head-quarters of the present firm, as it was of the Messrs. Janvrin, from whom the firm also purchased an establishment at Gaspé Basin, and another at Griffin Cove. The Messrs. Fruing are rapidly extending their business, having fishing establishments in Fox River, Grand Vallée, on the north shore, and on the Island of Anticosti. The whole island has been leased by them for a term of years. They have also an establishment at Shippegan, New Brunswick. Mr. Hyman first settled at Grand Grêve in 1842, and is doing a thriving business in the fish trade, having establishments at Gaspé Basin, Fox River, and Mont Louis.

The road running along the base of the mountain is the highway which skirts the shore from Peninsula to Ship Head, and joins that which leads to Griffin Cove and Fox River.

The cove beyond Grand Grêve is that of Little Gaspé, where the lead mines are situated. The site of the mines does not appear in our view, being in that part of the cove to the right, which is hidden by the high cliff. A shaft has already been sunk some distance into the brow of the hill; explorations continue, and two new veins have lately been discovered.

Thomas Pye, Delineator

Roberts & Reinhold, Lith. Place d'Armes, Mtl.

Thomas Pye, Delineator.

GASPÉ BASIN, G. E. FIL. 2

Roberts & Reinhold, lith. Place d'Armes, Mtl.

GASPÉ BASIN.

The Bay of Gaspé, which commences at Ship Head on the north side, and Point St. Peter on the south, branches off from the Gulf of St. Lawrence. It was first discovered on the 24th of July, 1534, by Jacques Cartier, who, planting there a cross and shield with the Fleur de Lys, took possession of the country in the name of the king of France. The bay is about twenty miles in length, and averages about five miles in breadth. The coast, especially on the north side, is mountainous, and although there are houses scattered along the shore, there are but five settlements of any importance. These are: Grande Grêve, where there are extensive fishing establishments; Little Gaspé, having a valuable lead mine, which is owned and worked by a chartered company; Peninsula, on the north side; Douglastown, on the mouth of the St. John's river; and Sandy Beach, on the south. At the latter place a low sandy projection extends about four miles across the bay, forming a natural breakwater, with a deep channel at its northern extremity, about a mile in breadth. This forms a splendid sheet of water, and may be termed the outer basin, with safe anchorage for half the British navy. About two miles further is what is termed the North-West Arm, being the mouth of the river Dartmouth, flowing into and increasing the extent of the outer basin. Proceeding to the westward, is a narrow but deep channel, forming the entrance to the basin which receives the waters of the river York, generally known as the South-West Arm.

For picturesque scenery and quiet beauty, Gaspé Basin is unsurpassed by any other locality on the Coast. The shape of the Basin is irregular, being about four miles long, with an average width of about half a mile, but so completely landlocked, that even when a heavy gale prevails outside, there is scarcely a ripple to be seen on its clear deep waters, which reflect as in a mirror the many-coloured foliage of the trees overhanging its banks. From the woods in rear, the land slopes gently to the water's edge, mountain upon mountain, thickly wooded, rising in the back ground as far as the eye can reach, and assuming the most fantastic shapes. The soil is fertile; most cereals grow well, but wheat is a doubtful crop. It must however be noticed, to the credit of the place, that Mr. Abraham Coffin, a Gaspé farmer, received honourable mention for the wheat exhibited by him at the Paris Exhibition, in 1855. Root crops thrive admirably, and the marshes afford excellent pasturage for stock. But, as in other parts of the district, farming is unsystematic, and much behind the age, all the energies of the people being devoted to the staple branch of industry—the fisheries, principally the whale and cod. Fifteen or sixteen vessels fit out annually for the prosecution of the former in the Straits of Belle Isle and on the Coast of Newfoundland.

The settlement of Gaspé Basin has rapidly increased of late years, the present population exceeding eleven hundred souls. There are two Episcopal, one Roman Catholic church, and also a Wesleyan chapel. The fact of Gaspé being the chief port of entry under the free port system, has tended to accelerate the centralization of the trade of the district, thereby greatly benefiting this locality. This will be evident from the following table of imports and exports:

FOREIGN TRADE.

	IMPORTS.	EXPORTS.
1857.... (Ports now included with Free Ports.)	$235,550	$510,061
1858.... (Ports now included with Free Ports.)	224,950	691,422
1859.... (Ports now included with Free Ports.)	290,392	764,611
1860.... (Ports now included with Free Ports.)	286,558	790,889
	$1,037,450	$2,756,893
1861	$374,731	$630,476
1862	420,180	691,075
1863	428,623	752,221
1864	491,703	737,184
1865	598,539	819,138
	$2,213,776	$3,630,094

COASTING TRADE.

1861	$338,203	$178,779
1862	311,384	132,359
1863	369,446	148,922
1864	351,791	134,663
1865	447,383	167,824

New wharves are being constructed, several stores and dwelling houses are in course of erection, and the Basin appears about to become what its magnificent Harbour and central position entitle it to be, the capital of Gaspé.

The Fisheries having heretofore been considered the sole lucrative branch of industry, the vast mineral wealth of the District has been entirely neglected. But the oft-repeated opinions of geologists have at length awakened public attention, and a new source of wealth is about to be developed. The valuable Lead Mines of Little Gaspé are at present worked with every prospect of success; and a remarkably rich lode of Galena, containing six veins, of which that eminent geologist, Sir W. E. Logan, entertains the highest opinion, occurs at Indian Cove, about two miles below Little Gaspé. Petroleum has also been found in numerous places in the vicinity of Gaspé Basin, and the most experienced explorers believe that this is as rich an oil-bearing district as any in Canada or the United States. Two Companies have commenced boring, and three more are expected to be in operation at no distant period. There being no longer a doubt respecting the mineral wealth of the District of Gaspé, and the capital required for its development being forthcoming, there is good reason for believing that Gaspé Basin must ere long become a place of considerable importance.

During the visit of the Prince of Wales to these Provinces, in 1860, the Royal squadron, consisting of the *Hero*, *Ariadne*, and *Flying Fish*, anchored off Douglastown, on Sunday evening, the 12th of August, and proceeded up the Bay on the following morning, intending to enter the Basin. But Captain Orlebar, R. N., who acted as Pilot, not being aware that a mud bank was forming on the left of the proper channel, kept the *Hero* too much to the southward, where she unfortunately grounded, and when she was once more got afloat, the squadron put to sea, and proceeded up the St. Lawrence. It was at this place—the outer Basin—that the then Governor General, Sir Edmund Walker Head, and the Canadian Ministers of the day, first welcomed the Heir Apparent to Canada. The Sheriff of Gaspé had the honour of presenting the first Canadian address on behalf of the District, that is, the united counties of Gaspé and Bonaventure.

GASPÉ BASIN—PLATE No. 1.

This is a view of the north side of the Basin, looking upwards to the west, and shows the beauty and security of the Harbour. On the Point jutting out, on the left, is a steam saw mill, erected some years since, by Mr. Shaw, but which unfortunately has not been in operation for a length of time. On the brow of the hill stands the Episcopal

Church with the parsonage in rear. The next house near the shore, is the residence of J. C. Belleau, Esq., H. M. Collector of Customs, and belongs to the estate of the late James Perchard, Esq. The house behind is the residence of N. Dumerasq, Esq. The large house to the right is the Gaspé Hotel; then, following in a line, are the residences of Messrs. George Dumerasq, Collas & Slous, James Carter, Captain John Vibert, John Carter, J. J. Lowndes, J. Wilson, and then the Roman Catholic Church; next the residences of Mr. J. J. Kavanagh and Mr. Stuart, and, lastly, a two-story stone house, the residence of Mr. John Short, the Mayor of Gaspé. The Point to the right is what is termed the Bluff, and is the point at which the outer sheet of water divides into the North-West and South-West Arms. The mouth of the North-West Arm is distinctly seen in the distance to the right of the view.

The buildings on the wharves in front are all warehouses. They are chiefly used for storing the cod fish, collected by small schooners on the Coast, and brought to the Basin for convenience of shipment on the larger vessels which transport it to the various foreign markets. The schooners shown in the Plate have been employed in collecting fish as above mentioned, and the larger vessels, also shown in the Plate, are those which take the fish abroad. The buildings in the foreground are those on the south side, as shown in Plate No. 2. The hills in the background are part of a ridge which divides the Basin from the North-West Arm.

GASPÉ BASIN—PLATE No. 2.

This is a view of the entrance to the Basin on the South side. On the extreme left is a Peninsula called Adam's Bluff, which, as the view shows, is well settled. The Cove formed by it is the Port ballast ground. The Harbour or Basin properly commences at the first white store, where a brig is seen loading dry cod-fish in tubs for the Brazilian market. All the warehouses in this view belong to the firms of Messrs. Fruing & Co. and John LeBoutillier. In the background, where the hill rises abruptly, is Fort Ramsay, the residence of John LeBoutillier, Esq., M.P.P. A fort actually stood here at one period, and several guns still remain on the high banks which overlook the water. The land on which they stand is a government reserve for purposes of defence. The house on the extreme right is that of Mr. A. Painchaud, crown land surveyor. Then follows the residence of Mr. Horatio LeBoutillier, Consul for Italy and Vice Consul for Brazil and the United States. The range of hills in the background extends along the whole South side of the Basin, dividing it from the St. John River. The line of hills seen in the distance, to the left of the view, is situated on the North side of Gaspé Bay. The schooner seen at anchor is the *La Canadienne*, employed by the Canadian Government for the protection of the fisheries, under the command of Pierre Fortin, Esq.

Thomas Pye, Delineator.

OIL WELL, GASPE, C. E.

Roberts & Kernhold, Lith. Place d'Armes. Mtl.

OIL WELLS, GASPÉ.

This view represents the derrick at the well of the Gaspé Petroleum Company, better known as the Conant Well, situated at Sandy Beach, about two miles S. E. from Gaspé Basin. The Company commenced operations at this well in July, 1865, and the well is now 775 feet deep.

There is another well about two miles up Silver Brook, a branch of York River, which it enters about eight miles west from Gaspé Basin, and is known as the Gaspé Bay Mining Company's, or the Campbell Well. This well was commenced in 1860, and is now sunk to a depth of 1000 feet. The drilling in both wells is performed by steam power.

The indications of oil at the above-mentioned wells are good, and judging from the reports of the different geologists who have visited Gaspé, amongst whom may be mentioned Sir William E. Logan, J. P. Lesley, Esq., Philadelphia, Professor Robert Bell, Kingston, C. W., and Charles Robb, Esq., Mining Engineer, Montreal, the wealth of the Gaspé Petroleum field is unbounded; time and money alone are necessary to develop it.

The following is a geological sketch of part of Gaspé district, prepared for us by Mr. Malcolm Sinclair.

The geological formation met within the portion of Gaspé, extending from Cape Gaspé to Percé, is known as the Gaspé limestone and sandstone, and within its limits is found a rich petroleum field. The limestone belongs to the middle and upper Silurian age, and the sandstone chiefly to the Devonian.

The limestone, about 2,000 feet thick, is overlaid by the sandstone, which has in many places a thickness of 4000 feet, and in other places not more than one or two feet.

The limestone being almost a mass of fossils, amongst which may be enumerated fucoids, corals of many varieties, trilobites, and an infinite variety of bivalve shells, is good evidence of the wonderful luxuriance of organic life in the remote ages in which those rocks were deposited.

The sandstones furnish the fossil remains of a great number and variety of plants, among which are Psilophyton princeps, Prototaxites, Logani lepidodendron, Gaspium, Cordaites angustifolia, &c.

Between the beds of sandstone, in some places, are found seams of bitumenous shale, which burns with a bright flame, and emits great quantities of gas, giving out a strong aroma similar to mineral coal.

The limestones are of an excellent quality for quicklime or for building purposes; and the sandstone, from its compactness, and the freeness with which it dresses, is also valuable as a building stone.

Between Cape Gaspé and Little Gaspé Cove, several veins of galena have been discovered.

Explorations on some of them at Little Gaspé are now being prosecuted with vigour. "Lead is said to have been mined for at the above place, before the conquest of the country." Several tons of pure galena have already been taken out, holding four ounces of silver to the ton.

The rocks in the above-mentioned section of Gaspé fold over four different anticlinal axes, running nearly parallel to each other, bearing N. W. and S. E.

Along the crown of these anticlinals, surface indications of petroleum have been discovered in at least eighty-four different places, and in two or three localities, asphaltum or hardened petroleum. Two wells were commenced in 1860. One about a mile west of Douglastown, on the south side of the River St. John, was sunk that season to the depth of 125 feet. Petroleum has been collected at this place, as it oozes through the mud and shingle on the beach.

The same year another well was opened about two miles up Silver Brook, a branch of York River, which it enters about eight miles west from Gaspé Basin. This well is now sunk to a depth of about 1000 feet, and the prospects for oil at present are very good.

The Gaspé Petroleum Company commenced a third well at Sandy Beach, about two miles S. E. from Gaspé Basin, in July, 1865. It is now about 775 feet deep. Several barrels of oil have been obtained.

In the list of minerals in this district may be comprised zinc, glance, various ores of iron, copper, galena, &c., and we have just reason to believe that gold will yet be discovered.

MALCOLM SINCLAIR.

The following is an extract from a pamphlet published in New-York by E. J. Genet, which shows the advantage Gaspé has, in point of transportation alone, over the Petroleum fields of Pennsylvania, Virginia, Ohio and Western Canada.

THE NEW PETROLEUM REGION OF GASPÉ.

The great and *increasing* demand for *Petroleum* or *Rock Oil*, and its having become an article of *prime* necessity, are facts too well and generally understood to need comment; but there are some facts connected with that important interest not so well and generally understood, which are worthy the *careful* study and *deliberate* investigation of those engaged in the production of crude oil in Pennsylvania, Virginia, Ohio and Western Canada.

The principal difficulty producers at those points have to encounter, is the *cost of transportation* to market, and the *competition* encountered in the great European centres of that business, from the artificial productions of bituminous shale and coal oil factories in the different kingdoms in that continent.

So great has the consumption of this kind of oil become, that vast sums of money are constantly being invested in Europe in the purchase of bituminous shale and coal lands, and the erection of *new* establishments for its production by artificial means.

That fact renders it of the *highest importance* to American producers to study and see what it costs to produce oil in Europe from shales and coal, and what it costs alone to *transport* it from the wells here to the same great markets, in order to make a comparative calculation, and ascertain at what point the cost of transportation from the wells of Pennsylvania, Virginia, Ohio and Western Canada, *would render the production of petroleum by artesian wells no longer profitable to the producers in those localities.*

The most reliable guide to ascertain that point is by adopting the following statistics and facts, taken from "*The Report of the United States Revenue Commission on Petroleum as a source of national revenue*," giving reasons for recommending to the Congress of the United States that the revenue tax of *one dollar* a barrel on crude oil be taken off, as *ruinous to the producers in the Pennsylvania districts.*

February 1866.

"The Commission having taken considerable testimony respecting the production of oils in Europe; and from the character of the gentlemen examined, their superior intelligence and excellent opportunities for obtaining information, it is believed to be entirely reliable, both as regards the facts and the opinions based upon them. * * * *

"The most recent observations in July and August, 1865, showed the following facts: In North Wales and Staffordshire the material used was the cannel coal. Some fifteen or twenty mines and oil works were visited there. The number was very great and rapidly increasing. * * * * The total cost of the *production* of the *refined* oil was 1s. 3d. (30 cents) per imperial gallon.

"In Scotland, the manufacture was very extensive, both from the boghead coal and the shales. Mr. Young had recently bought a large tract of shale lands at an outlay of from $500,000 to $1,000,000.

"On the continent, the same increase in the business and the same evidence of prosperity were visible. The chief centres of all production were about Autun in France, from the shales and schists; about Bonn, in Switzerland, in the departments of Halle and Mersberg, in Saxony, and in Bohemia from the shales and brown coal.

"At one mine and factory at Weissenfells, *five hundred* labourers were employed.

"In France, the production from shales is being very much extended, and large investments of capital are being made in that direction." The best refined oil at these factories was selling at prices "equivalent to from thirty-two to thirty-eight cents, gold, per American gallon."

After speaking of the then price of crude and refined oil in the City of New York, they say:

"Add to these prices, the freights to London, for example, which will be 3 6-10th cents per gallon. Allow 4 cents per gallon, to cover insurance, leakage, and cartage, and other charges on the other side, and we find that crude oil will cost the shipper in London 29 cents per American gallon. Refined will cost the shipper, in London, 42½ cents. * * * It will be remembered that, in July last, the English producers of coal oil were selling their best refined oil at 1s. 6d. to 1s. 7d. per imperial gallon, which is equal to 1 2-10 American gallon. These prices would be equivalent to 30 and 31½ cents per American gallon.

"*The actual cost* to the English manufacturer was stated 1s. 3d. per imperial gallon. So that the cost remaining the same, the *English producer* would have a margin of 17½ *cents* per gallon *over our shipper*. Allow five cents per gallon for the difference in quality, and his margin would still be 13½ cents per gallon. * * * If the demand should fall off greatly *we will be driven from the markets of Europe, unless there should be a reduction of the charges, expenses, and burdens on our commodity on this side.*

"The following account was presented to the Commission by Mr. Wm. L. Lay, one of the Committee of the Chamber of Commerce of Oil City, Pennsylvania, showing the cost, expenses and returns of an actual purchase of one hundred barrels made about the 19th of January, and settled on the 7th instant," (February, 1866.)

"The purchase was at Tarr Farm, in Venango County.

100 barrels of oil at $4 25 each,.....	$425
100 barrels to contain same, at $3 50,.....	350
Waggon freight to Reno, at $1 25,.....	125
Freight by rail-road to New York, at $4 50,.....	450
Cooperage, leakage, &c., 50c. each,.....	50
Commission, 2½ per cent,.....	31
	$1,431
Add freight to London, 3 6-10 per gall.; insurance, leakage and handling on the other side, 4c. per gall.,	326
And we find that these 100 barrels laid down in London, cost.....	$1,757

—$17 57 a barrel; about 41⅞ cents a gallon, estimating 42 gallons to the barrel.

If nothing had been paid the producers at the wells in Pennsylvania for that 100 barrels of oil, it shows on a mere question of empty barrels, transportation, and incidental expenses, the following results, which should arrest the serious attention of all those engaged in the business:

Total cost of 100 barrels oil purchased at Tarr Farm, Venango County, Pennsylvania, and shipped to London,.....	$1,757
Deduct *cost* of oil at wells,.....	425
Empty barrels, transportation, &c.,.....	$1,332

So we find that the cost alone of the empty barrels to put the oil in, and the transportation of them filled with oil, with necessary incidental expenses to London, was $13 32 a barrel, or about *thirty-one and a half* cents a gallon, equivalent to 19¾ cents per gallon in *gold*, estimating gold at 137, the then market rate in the City of New York.

It *costs* to *refine* oil, say the Commission, "five cents a gallon;" this added would show that if that 100 barrels had been *refined* oil, the prime cost (paying nothing for the crude oil) laid down in London would have been $15 42 a barrel, equivalent to $9 72 a barrel in gold, about 22½ cents per gallon.

In order to carry out the object of this compilation, it is necessary to ascertain what it costs to *manufacture* oils in Europe from shales, schists, and "fatty coals."

It will be remembered that the Commissioners say it *costs* to manufacture these oils 25 cents a gallon, and the production is a *refined* oil, so it is hard to establish at what point it is equivalent in the process to a crude petroleum oil. It would appear, as self-evident, that if we deduct from the *entire* cost the cost of refining petroleum, the remainder would show the value of coal and other manufactured oils at the point in the process where they would be equivalent to being in a *crude* state.

Cost of refined oil from coal, &c.,.....	$10 50
Deduct five cents per gallon for refining, reducing to gold at 137,.....	1 35
Per barrel, gold,.....	$9 15

Or about 22 cents a gallon.

It is for these reasons that the commissioners assert that the European manufacturers hold the power in their hands, by dropping the price of their oil, of driving the oils of this country out of their markets; they also show that at the then price of petroleum oil, and the expenses of running a well, the foreign producer had an advantage over our American shippers of 13½ cents a gallon.

If a *new oil* territory is discovered on this continent, so advantageously situated that its oil can be put in the great markets of the world at a price *below* that at which it can be *produced* from *shales* and *coal* in *Europe*, and *below* that at

which it can be *transported* from Pennsylvania, Virginia, Ohio Western Canada, its *importance* and *value* would be beyond calculation.

It is for these reasons that the *attention* of *business men* is invited to the *new and important region of Gaspé.*

* * * * * * *

Oil at this point can be placed on shipboard almost directly from the wells, and at the following expense!

Barrels, $1 60; cartage and handling, say, $1; freight, insurance, &c., to London, $3; refining, $1 35. Total expense per barrel laid down in London, $6 95, or only about 16½ cents per gallon.

Prime cost of manufactured oil per barrel, in London,	$10 50
" " Gaspé " " "	6 95
Profit per barrel over manufacturers in London,..	$3 55
Prime cost, empty barrels, and transportation, from oil wells in Pennsylvania to London,.....	$10 40
Prime cost of Gaspé oil in London,.....	6 95
Profit per barrel in transportation over Pennsylvania,.....	$3 45

This serves to show that Gaspé oil possesses an advantage in European markets over the *prime cost* of *oils manufactured* from *shales* and *coals*, of $3 55 a barrel, and over the *inland* localities of Pennsylvania, &c., on the mere question of *barrels and transportation* to London, of $3 45 a barrel.

It must be self-evident to any one that if oil is found in paying quantities at Gaspé, it must become the *great field* for future operations, as it could always put its oil into market at a *handsome* profit, while selling it at a *rate* which would be ruinous to the oil interests of *Pennsylvania*, *Virginia*, *Ohio*, and *Western Canada*, as well as the *shale* and coal oil *factories of Europe*.

The *oil* is of a *very superior character*, is almost absolutely free from *any odour*, and there is every reason to believe that the locality is one of the *most extensive* and remarkably *promising oil* districts yet brought to light.

REPORT OF THE PETROLEUM REGION OF GASPÉ, CANADA EAST,

By Robt. Bell, C.E., F.G.S. (late of the Geological Survey of Canada), Professor of Chemistry and Natural Sciences, Queen's University, Kingston, C. W.

GENTLEMEN:

The existence of mineral oil in Gaspé appears to have been known to the aborigines long before the country was inhabited by white men. The Indians brought the crude oil to some of the earliest settlers, who, as a matter of curiosity, burnt it in their lamps. The first announcement of it is contained in a letter from Mr. McConnell, of Gaspé Basin, published in the Proceedings of the Literary and Historical Society of Quebec, in 1836. This letter described the Petroleum under the name of Barbadoes Tar, and states, that it is common in Gaspé; a bottle of the oil was sent to Quebec with the letter.

Sir William E. Logan, Provincial Geologist, visited the district in 1844, and in his report for that year elaborate descriptions are to be found of the oil springs of Douglastown and Silver Brook, although at that time, as is well known, the substance was not considered of economical importance. In a report published in 1846, Count De Rottermund suggested a possible future use for the Petroleum of Gaspé, but from the then almost isolated position of the district, it is only now that these indications of untold wealth are beginning to attract the attention which they deserve.

The upper oil-bearing rocks of Gaspé, like those of Western Canada, North-western Pennsylvania and South-western Ohio, are of Devonian age, and consist of a series of sandstones and shales, resting upon an immense thickness of upper silician limestone, also oil bearing. These strata are sometimes overlaid unconformably by conglomerate of carboniferous ages, from which Petroleum has been observed to proceed in several places.

The great thickness of these oil-bearing rocks is of importance, as affording material from which the Petroleum may be generated. Locally the sandstone varies in thickness from a few feet to several hundred feet. The underlying limestone is upwards of two thousand feet thick, while the oil-bearing rock of Western Canada is only about three hundred feet thick. The geological structure of the district is such as to present us with a great variety of conditions.

In some places the antielinals bring the limestone through sandstones with tolerably high inclinations, while in others the sandstone or the limestone, from which the sandstone has been removed by denudation, is found extending for a considerable distance with very little dip. Thus the arrangement of the strata sometimes resembles that of the oil region of Virginia, and sometimes that of Pennsylvania.

The rocks are quite unaltered, and consist of porous beds like those of the other oil regions, capable of retaining the oil in large quantities, until allowed to escape to the surface by artificial openings. Both the sandstone and limestone abound in evidence of being rich oil. In some tracts almost any piece of the limestone, if newly broken, affords an odor of rock-oil, and if thrown into the water a thin scum of the same substance is seen to rise to the surface. The calcareous spar in the limestone is almost always impregnated with the oil, and thickened Petroleum is frequently observed in cavities. In two places asphaltum is found in trap dykes cutting the sandstone. Both the limestone and the sandstone are traversed by joints such as are generally considered necessary for storing the oil. The shale bands in the formation probably act beneficially in forming, as it were, tight compartments, and preventing the wholesale escape of the valuable fluid to the surface.

The abundance of animal remains in much of the sandstone and limestone is taken as a favorable indication of Petroleum. In addition to sea-weed the sandstones are very rich in the

remains of land plants; of these Dr. Dawson has already named and described a large number, and his researches show that in this part of the world, at least, there was a much more profuse and varied flora in Devonian times than geologists had hitherto been aware of. Beds of mineral resin or coarse amber, varying from a few inches to a foot in thickness, are also of very common occurrence in the sandstone. The limestones are locally rich in animal remains, and almost everywhere in the remains of sea-weed. The latter are believed by the best authorities to be the most important source of Petroleum, and their great abundance in the Gaspé limestone is a feature worthy of careful consideration.

The natural surface indications, consisting of springs of mineral water, "oil gas" and Petroleum, are of the most encouraging nature, and give great promise to the productiveness of the district. Upwards of eighty distinct localities for surface oil are already known, in an area measuring forty miles in length by about fifteen in breadth; at some of these considerable quantities of oil exude, one of them covering half an acre, and at another, gum or asphalt accompanies the Petroleum. The general appearance of the country is very much like that of the Devonian and carboniferous oil districts of Pennsylvania, Ohio, and Virginia, and which enterprise and capital have made to yield so largely. It is hardly to be doubted that the same means will produce the same result in Gaspé. This will be obvious enough to any one who will take the trouble to compare the conditions in Gaspé with any of the above localities in the United States, as they existed in the natural or undeveloped condition.

In boring for oil some failures are of course to be looked for, but we have every reason to expect a full average of producing wells. Considering the unusual facilities for shipping oil enjoyed by Gaspé, as well as the very favourable geographical position, it is evident that wells would pay in this district if we suppose them yielding a much smaller quantity of oil than would be required of a well in order to pay in inland oil regions, such as those of Ohio, Pennsylvania, or Western Canada. Gaspé is situated almost half-way from these inland localities to England, whose prices govern the Petroleum market of the world. Every part of the Gaspé oil district is at a convenient distance from the excellent harbours on the coast, and the fine rivers which traverse it will probably be found of advantage in conveying the oil to the sea-board. Some of the promising localities for sinking wells overlook Gaspé Basin, (one of the best harbours in the world,) and from these the oil might be conducted in pipes to tanks on the shore, from which it could be again transferred as required, by the same means, to tanks or barrels on board of vessels at the dock.

But besides these circumstances Gaspé possesses many other advantages eminently favourable to it as an oil region; amongst these may be enumerated the abundance and cheapness of labour available on the spot; of lumber for every purpose; provisions and all kinds of agricultural produce; coal and wood for fuel; barrels, and also goods of all descriptions, Gaspé being exempt from any duty whatever on imports and exports. The climate is well adapted for prosecuting oil operations during the whole year.

I have the honour to be, gentlemen,

Your obd't servant,

(Signed) Robert Bell.

Thomas Pye, delineator

Roberts, Lettered, 16 Pleet Street, E.C.

POINT ST. PETER.

Forming the western extremity of Gaspé Bay, Point St. Peter has long been considered a favourable and profitable stand for the fisheries. Its entire area is accordingly fully occupied by parties engaged in this branch of industry.

Three houses in the fish trade are established here:—Messrs. John & Elias Collas, Mr. John Fauvel, and Messrs. Alexandre & Le Gresley.

The buildings on the left of the view are those of the first-named firm, who are gradually extending their business, having another establishment at Mal Bay, a third at Gaspé Basin, and a fourth at Sheldreck River, on the north shore of the St. Lawrence. The Messrs. Collas have also a shipyard. The hull of a vessel on the stocks, their schooner *Laurel*, may be observed, close to the water's edge, to the right of their buildings. They build all the vessels they require for their fish trade, and have now afloat, launched from this spot, six vessels, which, in point of workmanship and sailing qualities, will compare favourably with the generality of Jersey crack vessels.

The buildings on the point which shelters the cove are those of the late Mr. Henry B. Johnston, who carried on an extensive fish business on this spot some twenty years ago. This property is now owned by his daughter, Miss Mary C. Johnston, the only survivor of her family.

The first flag-staff marks the residence of Mr. John Fauvel, who has another establishment at Mal Bay, and owns one vessel, built by Mr. Peter Mabe, of the corner of the beach. Mr. Fauvel began business for himself a few years ago, having for a long period been Messrs. Charles Robin & Co.'s agent at Percé, and finally their head manager at Paspebiac.

The furthest flag-staff marks Messrs. Alexandre & Le Gresley's establishment. This firm, which has not been long in business, has also a fishing stand at Mal Bay. The two houses to the right are the residences of Messrs. George and Edward Packwood. Beyond this point a rocky ledge appears, called Plato, but which, I am disposed to think, is corrupted from Plateau, a flat surface, or table land. This ledge is most curiously and fantastically cut out by the action of the waves. There is no doubt that it once joined the mainland, from which it is distant about a quarter of a mile, being separated by a deep channel through which large vessels can pass in safety.

Thomas Pye, Delin.

Roberts, Engraved for the Naval Chronicle.

Thos. Doc. Delineator.

PERCE, C. E. PL. 2.

Roberts & Reinhold, Lith. Place d'Armes, Mtl.

VILLAGE OF PERCÉ.

This village, which derives its name from the Rock, is most advantageously situated for the cod-fishery. It consists of two small coves, called North and South Beach. The principal part of the population reside at North Beach, which also contains the Court House, Jail, and Roman Catholic Church. South Beach is chiefly occupied by the important fishing establishment of Messrs. Charles Robin & Company, who own the principal part of the land on that side. The two coves are separated by a small headland called Mount Joli, supposed by some to have been once united with the Rock. On this promontory formerly stood the Protestant Episcopal Church, and the graveyard still marks the spot.

The population of Percé does not exceed five hundred souls, except during the summer months, when it is more than doubled. It is the shire town of the County of Gaspé.

Few spots, if any, on the sea-board of Canada, possess greater attractions for the artist and lover of wild and romantic scenery than Percé and its environs. Mount St. Anne, in rear of the village, rising almost abruptly to the height of 1300 feet, is the first land sighted by all vessels coming up the Gulf to the southward of the Island of Anticosti. In clear weather it may be seen at a distance of sixty to seventy miles, and it is even confidently asserted by shipmasters worthy of credit, that it has been seen by them at a distance of seventy-five to eighty miles.

If you ascend the high road towards the settlement called Irish Town, and stand on the rising ground in rear of Belle Vue, you have beneath you and all around, one of the most magnificent panoramas the eye can wish to rest upon. St. Anne rising in all its towering majesty on your left, and extending to the eastward, forms, with Barry Head, a portion of an amphitheatre almost enclosing the village on two sides. The Roman Catholic Church is a striking object at the foot of Barry Head. Over and beyond this, at a distance of six miles, is seen Point St. Peter and Plateau. To the right of this, nothing is seen but the sea, as far as the eye can reach. Then comes the Rock, which you overlook from this point. The birds on its summit can also be distinctly seen. The Island of Bonaventure then forms the foreground. But to the westward of that the sea again meets the eye, until it rests on Cape Despair, and you get a bird's-eye view of Cape Cove and L'Anse-au-Beaufils. From this point you have a most extensive sea view down the Gulf, and to the entrance of the Bay of Chaleurs, the light on the Island of Miscou, New Brunswick, distant about thirty-two miles, being often seen on a clear night.

Leaving these lower regions, if you undertake to ascend Mount St. Anne—no very difficult task for those who are free from gout and asthma—a view presents itself to the astonished eye grand beyond description. All that we have just

described lies in one vast panorama at our feet. In rear, that is, from west to north, the variegated green of the primeval forest meets the eye, which seeks in vain for some oasis, as it were, in the boundless green expanse on which to rest. Hill and dale, mountain and valley, all clad in the same verdant garb, extend as far as the human ken can range. Casting your eye gradually eastward, you see over the land into Gaspé Bay, and beyond Ship Head into the mouth of the St. Lawrence; then, far away to seaward, down the Gulf; to the right, up the Bay of Chaleurs. If the weather is clear, besides a number of larger vessels, the white sails of a fleet of schooners, chiefly Americans, of from 40 to 150 tons, and amounting sometimes to some two or three hundred sail, may be seen engaged in the cod and mackerel fisheries. From this point nothing obstructs the view, which extends over Bonaventure Island and all the headlands on either side, and on a fine calm day the hundreds of open boats, spread over the bosom of the treacherous deep, look like small specks upon the surface of a mirror. Taken as a whole we know of no scenery in the British Provinces to equal this.

The drive or walk round the mountain to the corner of the beach is most romantic, as well as the sail round the Island of Bonaventure, and should on no account be omitted by the excursionist. The road through the mountain gorge, which is the highway connecting Percé with Gaspé Basin, must bear some resemblance to many portions of Swiss scenery.

Percé possesses two places of worship, both recently erected. That of the Church of England is situated on an eminence at the foot of the mountain, on the Irish Town road. It is built in the Gothic style, and though very small, being only capable of containing one hundred persons, yet it is one of the neatest and most complete village churches we have seen on this continent. The Protestant community are mainly indebted to Messrs. Charles Robin & Company for its erection.

The Roman Catholic Church is a large building, and when the interior is finished off, it will be a very handsome structure.

The Court House and Jail are under the same roof, and are a disgrace to the Province.

Percé is strictly a large fishing stand, the best in Canada, and it is here that the Messrs. Robin have their finest and most extensive fishing establishment. We believe we are justified in stating that there is nothing to equal it, as a whole, in Canada, New Brunswick, or Nova Scotia. This season the firm have seventy boats fishing here, each manned by two hands. To these must be added 105 shoresmen, as they are termed, who put the fish out to dry, and turn, pile, and store it. Then there are carpenters, blacksmiths, coopers, and other mechanics, farm and house servants, agent, clerks, &c., forming a total of 300 persons employed about this establishment alone. The amount of capital invested must be very great, there being no less than forty buildings, all in thorough repair, and kept in beautiful order. Some of these buildings are very large; among the number is an extensive ice-house, for the purpose of keeping mackerel, herrings, capelain, and smelt, fresh for bait, all four of which are the natural food of the cod, and make their appearance in succession.

This establishment collects yearly from 14,000 to 15,000 quintals of codfish, fit for shipment, including what they receive from their planters and dealers throughout the township of Percé.

Jerseymen have ever been noted for their loyalty to the British crown, and Messrs. Charles Robin & Co. can boast that they were the first to welcome the Heir-Apparent to the shores of Canada in 1860. The Royal squadron passed close to the Rock, and the first cannon that announced the approach of His Royal Highness was fired by them, and the first British cheer that greeted him, arose from the high flakes, which then lined the beach in front of their dwelling-house.

Mr. John Le Boutillier, the present Member of

Parliament for Gaspé, has also a fishing establishment at the north beach, where he resided until his removal in 1846 to Gaspé Basin.

The third shipping house in Percé is that of Mr. Francis Le Brun. There is also an establishment of the same kind, owned by Messrs. Le Boutillier Brothers, in Bonaventure Island.

Percé was for some time the residence of Lieut. Governor Cox, who was appointed Governor of Gaspé about 1785. The site of the Government House may still be seen.

BONAVENTURE ISLAND.

This island, in the depth of winter, has the appearance of a vast iceberg, and, like the Rock, is one of Nature's wonderful productions, forming a natural break-water between the south cove, Percé, and the Gulf. The whole is one vast mass of reddish conglomerate, from which the term Bonaventure Formation has been derived. It appears as though it had been uphove from the bottom of the ocean, forming, on the sea-side, towards the Gulf, a stupendous wall 300 to 500 feet high, with no less than fifty fathoms of water at its base. It slopes gradually towards the main-land, and is well settled, there being a Roman Catholic Church, school house, and some thirty dwelling houses. It is two and a half miles long, and about three-quarters of a mile broad, and is distant two and a half miles from the main-land. The depth of water is sufficient for the largest ships afloat to beat through the channel. Messrs. Le Boutillier Brothers have a large fishing establishment on the island, at which thirty-eight boats and about 120 men are employed. This was once the property of the late Captain Peter Duval, a native of the Island of Jersey, and one whose deeds and prowess would not disgrace the annals of England's naval history. Yet strange to say, there appears to be no record preserved by the family of a feat scarcely to be surpassed. The grandson of our hero, who still resides on the island, knows nothing of the leading facts, which are as follows:—

Towards the close of the last war between England and France, Captain Duval commanded a privateer, lugger rigged, mounting four guns, with a crew of twenty-seven hands, himself included, and owned by the Messrs. Janvine of Jersey. She was a small vessel, under 100 tons, and appropriately named the "Vulture," having become the terror of the French coast from St. Malo to the Pyranees. The "Vulture" was almost as well known along the shores of the Bay of Biscay as in her port of registry, and like a bird of prey, was continually hovering along the coast, capturing vessel after vessel. The port of Bayonne had suffered severely from the continued depredations of the Jersey privateer off its entrance, and the merchants of the place resolved to make an effort to capture their tormentor. A joint stock company was formed, and a suitable vessel obtained, a brig of about 180 tons, which being mounted with sixteen guns and manned by a crew of eighty men, awaited the return of the "Vulture." That vessel having been seen off the port one fine afternoon, the brig slipped out during the night, disguised as much as possible, so as to be taken for a merchant vessel, and being sighted early on the following morning by the lugger's look-out, the latter immediately gave chase, and soon came up with what she supposed would be an easy prize. The reader may, however, conceive her astonishment, when on running alongside of the brig, the ports were opened and every preparation made for action. On seeing this, the first lieutenant of the "Vulture" told Captain Duval, that having no chance against such fearful odds, their only alternative was to strike! "Strike, be d——d!" was the laconic reply. "So long as I have a leg to stand on we shall fight. When I am knocked off my pins you take command, and do as you please!" The vessels immediately engaged, the "Vulture" keeping so close to her antagonist, that the shot from the latter could not take effect owing to her greater

height. Meantime the lugger continued to pour into the brig a well-directed fire of grape shot, cutting her rigging and killing and wounding half the French crew. The Captain of the brig knowing the determined character of his opponent, and expecting that he would attempt to board, made for Bayonne. The lugger gave chase, but night coming on, the brig reached port in safety. Of the lugger's crew only one was killed, and two or three slightly wounded.

The foregoing narrative was given to us from memory, by Mr. Sheriff Vibert, who knew Captain Duval intimately, as well as his second officer, Captain Le Feuvre, with whom Sheriff Vibert made two voyages to the Mediterranean and Baltic. He has heard the above particulars related by both, the Captain stating that with ten hands more he would have taken the brig by boarding, but he feared to attempt it against such fearful odds.

The Protestant burial ground on Mount Joli contains the remains of this brave man, who attained a ripe old age, and died all but forgotten, on the Island of Bonaventure. "*Sic transit gloria mundi.*"

PERCÉ—PLATE No. 1.

This view was taken from the mountain range to the eastward of Mount St. Ann. It embraces the north and south beaches and village of Percé. On the left you have Barry Head, rising abruptly from the water's edge to a height of four or five hundred feet. The whole sea-wall stretching to the northward has the appearance, when viewed from the water, of having been riven asunder by some mighty convulsion of nature.

In the foreground stands the Roman Catholic Church and Parsonage. Further to the right is a two-story building including the Gaol and Court House. Beyond this again, near the shore, is a flag-staff and some white buildings, forming part of the fishing establishment belonging to Mr. John Le Boutillier. The cottage in the centre of the foreground is the residence of Mr. George Le Boutillier, the officer of Customs for the port of Percé. Our old friend, the Rock, is again a prominent object. The buildings in the foreground to the left, known as the Park, consisting of a comfortable cottage and several convenient outbuildings, form part of the farming establishment of Messrs. Charles Robin & Co., and the white building with the flag-staff is their dwelling-house and shop. All the other buildings, as far as the Rock, are their warehouses, stores, &c. The Island of Bonaventure is seen in the distance.

PERCÉ—PLATE No. 2.

This view is taken from the water, Mount St. Anne forming the background. The building on the rising ground on the left is the Protestant Church. Those in the foreground are the dwelling-houses and fish stages of the planters, to the west of Messrs. Charles Robin & Co. The outlines of the Park buildings are visible in the centre in rear. In the centre of the foreground is a rock just above water, forming part of a ledge which runs parallel with Percé. The buildings along the shore are those of Messrs. Charles Robin & Co. The Roman Catholic Church forms a prominent object in rear. The cliffs seen in the background are those mentioned in the description of Plate No. 1 of Percé.

Thomas Pye, Delineator

CAPE [illegible]E.

Roberts & Fairchild, lith. Phila[illegible]

CAPE COVE.

Cape Cove is about eight miles to the westward of the village of Percé, and forms part of the township of that name, which extends about eighteen miles along the seaboard.

The population in this settlement is chiefly Protestant, the church forming a prominent object in our view on the right. There is also a large Roman Catholic Church at Cape Despair, further to the left than our view extends.

Cape Cove, like Percé, is an important fishing station. There are three commercial houses, Messrs. De La Perrelle Brothers, Thomas Savage, and Amice Payne. The two first named firms are also shipowners, and all are natives of Jersey.

The buildings seen in the view along the shore are the fish-stages and store-houses. There is excellent land, and some good farms in this vicinity. Mr. Savage, whose house and barn are seen conspicuously in rear, to the left of the view, has an extensive farm, and a very fine grist mill, which lies in a hollow about half a mile beyond the barn. The mill is by far the best of its kind in the district, but, unfortunately, the supply of water is not sufficient for such a combination of machinery, which includes all the latest improvements.

Cape Despair, which shelters the Cove to the westward, is a comparatively low head-land, and is said to have been originally called *Cap D'Espoir*, or Cape Hope. The lugubrious change of name is said to have been caused by the total loss thereon, in 1711, of an English man-of-war, or transport, carrying troops. Some portions of a wreck, which bore the name of *le naufrage anglais*, were of late years still to be seen off the Cape. In the year above mentioned, an English fleet, despatched for the conquest of Canada, having on board seven to eight thousand troops with women and children, entered the Gulf of St. Lawrence. A violent storm arose, and eight of the vessels were lost, every soul on board perishing. It is therefore very probable that the tradition respecting the wreck on the Cape is correct, and that the ill-fated vessel was one of that fleet.

To this tradition of the sad disaster, which probably is substantially correct, superstition has added wild and supernatural visions, which haunted the imaginations of the fishermen of the last, and of the early part of the present century. Something after this style:—When the surface of the treacherous deep was smooth like a mirror, mountain waves would suddenly appear, bearing on their foaming crests a phantom ship, crowded with human beings, whose antique military dress denoted that they belonged to a bygone age.

On her bow is seen the tall figure of one whose mien and dress denote that he is a superior officer. One foot resting firmly on the bowsprit, in an attitude as though he were prepared to spring on shore, with his right hand he appears to point out the dark Cape to the helmsman, whilst on his left arm he supports a female figure clad in white flowing robes. With wild and lightning speed the doomed bark rushes to destruction, as though urged on by some invisible and supernatural agency. One mighty crash—a wild cry of despair, in which is plainly distinguished the voice of a woman—and all is over. The phantom ship with her living freight has disappeared beneath the roaring surge.

Thomas Pye, Delineator.

GRAND RIVER, C.E.

Roberts & Reinhold, lith. Place d'Armes. Mtl.

GRAND RIVER.

This is one of the old manors or seigniories granted during the period of the French occupation of Canada.

The only notice of Grand River to be found in Bouchette's Topographical Description of Lower Canada, is in the Appendix, which contains extracts from the several deeds of concession of the various seigniories in Lower Canada. The translation is as follows:—

"Concession, of 31st May, 1697, made by Louis de Buade, Governor, and John Bochart, Intendant, to Mr. James Cochu, of Grand River, situated in the Bay of Chaleurs, with one and a half leagues of land in front, by two leagues in depth, commencing from the seigniory of Great Pabos, belonging to Mr. Réné Hubert, extending towards Cape Hope, near the Island of Percé."—Intendant's Register, No. 5, fo. 18.

This seigniory was purchased by the late Mr. Charles Robin from Mr. Duncan Anderson on the 18th June, 1793.

The Cape mentioned in the concession as Cape Hope is the Cape Despair of our day.

The Abbé Ferland, in his Journal, speaks very highly of Grand River, not only as a valuable fishing station, but as regards its soil and agricultural capabilities. He also states, "that in consequence of the immense quantity of wild fowl resorting to this vicinity every spring and fall, all the men are sportsmen. That if shooting has its delights, it has also its dangers, as many hands are seen minus a finger or thumb, and that, by a remarkable coincidence, accidents of this kind have invariably happened on a sabbath or other holy day."

The Messrs. Robin are still the owners of the soil. Very few of the settlers on their estate have paid for the land, and the majority can only be viewed in the light of tenants. The land is good, for the most part level, and well adapted for agricultural purposes. But here, as along the whole coast from New Richmond to Cape Chat, farming is a mere secondary consideration when compared with the fisheries. The owners have nevertheless set the inhabitants a good example, having a fine farm, which is well cultivated, and yields abundant crops.

Next to Percé, Grand River is Messrs. Charles Robin & Co.'s best fishing stand. They generally have about thirty-two boats every season fishing on this establishment, which, like all the others belonging to them in this district, is a model of cleanliness, order, and regularity. Besides this firm there are three other mercantile establishments in Grand River, namely, Messrs. J. O. Sirois, Thomas Tremblay, and Thomas Carbery.

This, like all the rivers on this coast, has a bar, which makes it both difficult and dangerous of access in bad weather. Small schooners can enter

the harbour at high water, and remain in perfect security. The population of the seigniory and township of Grand River, which, by the last census was 879 souls, is rapidly increasing, and a perceptible improvement has taken place in the appearance of the buildings within the last few years.

The Roman Catholic Church, represented in our view, is the only place of worship within the limits of the Township.

GRAND RIVER PLATE.

This is a view of Grand River taken from the west side. The left of this view represents Green Point, which protects the mouth of the river from easterly winds. On this point are seen the buildings of Messrs. Charles Robin & Co.'s fishing establishment. The mouth of the river is seen in the centre of the foreground, above which is the Roman Catholic Church with the Parsonage on the left. The white buildings in the foreground are Messrs. Tremblay and Carbery's fishing establishments.

Thomas Pye, Delineator.

PASSEBEIAC, C E, PL. 1.

Roberts & Reinhold, lith. Place d'Armes, Mtl.

Thomas Pye, Delineator.

Roberts & Reinhold lith. Place d'Armes Md

PASPEBIAC.

Paspebiac is three miles to the eastward of New Carlisle, and being the only place which affords safe anchorage, should be the port of entry as well as the site of the shire town. The Custom House has been removed from New Carlisle to this place, on account of the delay and inconvenience that merchants and shipmasters were subjected to in having to travel six miles, whenever the most trifling business required their personal attendance at the office. It is said to have been originally selected by the Government Commissioners, as the proper site of the shire town; but Mr. Charles Robin, not wishing to be disturbed by the large expected influx of settlers, had sufficient influence to cause the loyalist head-quarters to be removed to a convenient distance from his depot, thus securing their custom, without being annoyed by their too close proximity.

The harbour or road-stead is formed by a low sand bank, which on the west side is almost in the shape of a crescent. An excellent harbour of refuge from easterly storms is thus afforded, and though exposed to southerly and westerly winds, still the holding ground is so good that vessels with good anchors and chains ride out the heaviest gales in safety. In fact some of Messrs. Robin's and Le Boutillier's vessels often lie here from the period of their arrival in the spring till late in the fall, the captains being employed on shore, and the mates and seamen navigating their coasters.

The low sand bank, on which the fishing establishments stand, is a very remarkable and curious natural formation. As viewed from the mainland it forms a regular triangle, each side of which is about a mile long and one hundred yards in breadth. The interior of the triangle, which is called the Barachois, is gradually filling up, from the deposits brought by a number of brooks which empty themselves into it. To the eastward the bank is united to the mainland; to the westward there is a channel to the sea, through which the tide ebbs and flows. Formerly there was a sufficient depth of water to enable vessels of one hundred tons burthen to enter at high tide. But in addition to the filling up of the channel, a bar has formed, on which there are only a few inches of water at low tide. A small bridge, which is seen in our view, enables foot passengers to cross to and fro. It is a mere temporary affair, erected by the Messrs. Robin at their own expense every spring, and removed in the fall, when Jack Frost provides a cheaper mode of transit.

A proposal to erect a substantial bridge, suitable for vehicles of all descriptions, was set on foot some years ago. The inhabitants were to supply the timber, and the two firms to pay the cost of erection. The greater part of the timber was collected, and the bulk of it piled on a sand bank in the middle of the Barachois, until a proper understanding could be arrived at as to the best

site. Old Father Neptune, having doubtless heard of the dispute, settled the matter in a most arbitrary manner, by ordering his myrmidons to take forcible possession. A violent storm arose, which swept over the beach, and in the dead of night the pile was carried out to sea—thus ending the quarrel.

Paspebiac, when viewed from the sea, has a most picturesque appearance, the churches being prominent objects. The smaller one to the westward is that belonging to the Church of England; the larger edifice to the east is the Roman Catholic place of worship. The land in this vicinity is well adapted for farming, being level and easily cultivated. But the only good farms are those of the Anglo Saxon race, chiefly Jerseymen. The French Canadians, among whom there is evidently a large admixture of Indian blood, are ranked amongst the best and most daring fishermen on the coast, but make poor farmers.

The only merchant who carries on the fishery at Paspebiac is Mr. Daniel Bisson, the postmaster, who has a small well-conducted establishment to the eastward of Messrs. Charles Robin & Co. The catch of codfish has materially decreased in this vicinity during the last quarter of a century, and the two large houses finding that the curing of small quantities of fish interfered with their other business, have gradually done away with stages and flakes at head-quarters. Paspebiac has become the depot for the goods they import to supply their outposts as well as their customers, both wholesale and retail, and also for shipping the produce of the fisheries to the various markets. The summer fishery closes on the 15th of August. From that period a number of small schooners, of from forty to eighty tons, are engaged collecting the fish and oil along the entire seaboard. It may not be uninteresting to the general reader to learn how this portion of the business is conducted. The usual course of proceeding is as follows:—The schooner, having on board a double crew, and being provided with weights, scales, hand-barrows, etc., proceeds to some small harbour or cove where the merchant has dealers. The vessel being anchored, the captain and part of the crew proceed on shore without loss of time, taking with them the weights, scales, etc., to the premises of one of the planters or fishermen. The weather being fine, the fish is brought out and spread on the flakes or beach to dry, and when the captain considers it sufficiently aired, he proceeds to cull or sort it—there being no less than seven different qualities:—small and large merchantable, small and large inferior, haddock, ling and victual. Merchantable is first quality, the large being the dearest. Once sorted, the fish is weighed and taken on board, where it is carefully piled or packed, each quality being kept separate. When landed, the several qualities are carefully packed apart in square piles or bulks, built up so carefully and systematically that you would suppose some skilled mechanic had guided the work with square and plummet. Each pile is destined for a different market; the large for Portugal, small merchantable for Italy and Spain; inferior for Brazil. The victual, being badly cured, salt burned and broken, goes to the West India Islands, and is more generally known as West India fish. The latter is packed in casks of two quintals each. That for Brazil is screwed or pressed down in tubs made for the purpose, each containing 128 lbs. avoirdupois. For the Italian, Spanish and Portuguese markets, the fish is taken in bulk. Dry fish is bought and sold by the cwt. of 112 lbs., which is called a quintal.

We have thus described the mode of collecting, packing and shipping; but some may be curious to know how the fish is caught and cured. "First catch your fish before you dress it," is, if our memory serves us, the wise injunction of Doctor Kitchener. The catching, however, is the least difficult part of the business. The curing requires care, judgment, and perseverance, particularly in wet seasons.

The cod-fishery throughout the Gulf is carried

on in open boats, two men composing the crew of each. But ere the cod can be caught a supply of suitable bait must be obtained—herring, capelain, mackerel, lance, squid, smelt, or clams; all of which are available when used in their season, for even cod are epicures. The boats proceed to the fishing ground at sunrise, and return when laden, or when their bait is expended. Having reached the shore, the precious freight is landed and brought to the splitting table. The first operation is to cut the throat, the next to take off the head and secure the liver. Then follows the most difficult and scientific operation, namely, splitting, which consists in removing the back-bone. Good splitters are always in request, and command high wages. From the splitting table the fish is thrown into a box-barrow and carried to the stage—a large building where the process of curing commences. The barrow being placed on the scales, the fish is weighed and then taken to the salter—another skilled hand, who makes a square pile, carefully sprinkling salt over each layer, as he proceeds. It remains in bulk some three or four days, is then washed in large vats, returned to the box-barrow, and carried out to the flakes, where it is carefully spread to dry. When moderately dry, it is carefully piled on the pebble beach, in small round piles shaped like corn stacks. Here it undergoes a species of fermentation, the remaining dampness being exuded. This is termed making. When sufficiently made, the fish is again spread out on a fine dry day for a few hours, and finally stored, in readiness for shipment.

Three modes of engaging fishermen are adopted by the merchants. The most common is by the draft, that is, the man pays for all he gets, and is paid a certain price per draft for the fish as it comes from the knife, as above described. The draft is the double quintal of 224 lbs. with 14 lbs. extra allowed for sand and dirt. One and a half quintals are supposed to yield one quintal when dry.

The next mode of engagement is that of half lines men. These pay for their provisions, and get half of the fish they catch when cured and ready for market.

Men who fish on wages are generally engaged by the master of the boat, who in that case derives the benefit, or bears the loss if any.

PASPEBIAC—PLATE No. 1.

This view is taken from the outward point of the triangle which forms Paspebiac beach, and represents in the centre of the foreground the establishments of Messrs. Charles Robin & Co. and Le Boutillier Brothers, mentioned in plates No. 2 and 3, of Paspebiac. To the right are the store and shop of Mr. Bisson, P. M., the Roman Catholic Church being seen in the distance. On the rising ground to the left are seen the winter-house and farm buildings of Messrs. Le Boutillier Brothers. Further to the right are the winter-house and outbuildings of Messrs. Charles Robin & Co., with the Episcopal Church in rear. All the other houses shown in the view are the residences of the planters and employees of Messrs. Charles Robin & Co. and Le Boutillier Brothers.

PASPEBIAC—PLATE No. 2.

CHARLES ROBIN & Co's. ESTABLISHMENT.

This view represents the headquarters of the firm of Messrs. Charles Robin & Co., the most extensive firm engaged in the fish trade in the three Sister Provinces of Canada, Nova Scotia and New Brunswick. Being taken from their farm on the main land, the view shows the rear of the business premises. The bridge prominently seen is merely for foot passengers to cross the Barachois. The buildings on the right are those more particularly connected with their ship-yard. Those to the left are their dwelling house, shop, stores, &c. That furthest out on the point is Mr. Bisson's store, close to which is seen the curve on the extremity of this strangely shaped point. The sea forms the background. The buildings in the right hand corner form part of Le Boutillier Brothers' establishment.

In 1766, Mr. Charles Robin, the founder of the firm of Charles Robin & Co., first came to these shores, and explored the Bay Chaleurs, in a small brig called the *Seaflower*. Some Quebec houses were already established, and Mr. Robin entered into business in conjunction with Mr. William Smith, an agent of one of the Quebec firms. Two years later the failure of the Quebec houses obliged Mr. Smith to leave the country. At this period, Percé, Bonaventure Island, and the whole of the Gaspé Coast, were a wilderness.

On the 11th of June, 1788, two American privateers plundered Mr. Robin's stores of all his goods and furs, and seized his vessels, the *Bee* and *Hope*, which were at the time moored on Paspebiac roads. The latter vessel, which had on board fourteen hundred quintals of dry codfish, he never saw again. But the former, containing part of the plunder, was recaptured, together with the privateers, in the Restigouche, by His Majesty's ships *Hunter* and *Piper*. To the captains of these vessels, Mr. Robin had to pay one-eighth of the value of the recovered ship and cargo as salvage. This untoward event caused Mr. Robin to return to Jersey, and it was only in 1783, that he again visited Paspebiac, his vessels sailing under the French flag. From this period, prosperity crowned his efforts, and he gradually extended his business. In 1802, he finally left the country, placing his nephews, Mr. James Robin, in charge at Paspebiac, and Mr. Philip Robin at Percé. The former of these gentlemen, who succeeded his uncle in the management of the business, was the father of Mr. Charles William Robin, the present head of the firm.

Previous to visiting this coast, Mr. Charles Robin had established a business in Arichat, Cape Breton, under the name of Philip Robin & Co., which still exists.

The firm of Charles Robin & Co. have now four fishing establishments on this Coast—Paspebiac, Percé, Grand River, and Newport; and also another at Caraquette, on the New Brunswick side. Of codfish, the yearly exports of these establishments from Canada alone, are from 40 to 50,000 quintals of dry fish, which are distributed in the Mediterranean, Brazilian, Spanish, Portuguese, and West India Ports. The agents and clerks are all natives of the Island of Jersey, and generally commence their apprenticeship at from fourteen to fifteen years of age. The head agent or manager of the business, resides at Paspebiac, and the first who succeeded Mr. Robin's nephews, the late principals, was Mr. Fruing, the present senior partner of the firm of Messrs. Wm. Fruing & Co. The following are the names of Mr. Fruing's successors in the management of the business : John Gosset, Isaac Hilgrove Gosset, John Hardely, John Fauvel, Elias De La Perrelle, Félix Briard, and Moses F. Gibaut, who is the present manager.

The vessels required for the purpose of carrying their fish to market are built from time to time at Paspebiac. They own generally from 18 to 20 sail, coasters included. Not only do they build their vessels at Paspebiac, but they have their own smith's forge, sail loft, block makers, riggers, &c.

On the approach of winter, the agent, clerks, and various mechanics employed, remove from the beach to their winter premises, on the main land, where they have a most comfortable residence, together with a forge, carpenter's shop, &c. They have also a farm, with barn and necessary outbuildings.

PASPEBIAC—PLATE No. 3.

LE BOUTILLIER BROTHERS' ESTABLISHMENT.

Our third view on Paspebiac Beach is taken from the ridge above the Barachois, and shows also the rear of Messrs. Le Boutillier Brothers' establishment. This firm, which has hitherto ranked next to Messrs. Charles Robin & Co. in importance, was originally founded, in 1838, by the late Mr. David Le Boutillier, who had been a clerk in the old house for several years.*

Some of the buildings forming part of the establishment of Charles Robin & Co. are visible in the left-hand corner. The schooner, the masts of which are seen, is lying at the wharf of Messrs. Le Boutillier Brothers. The warehouse in the centre of the plate is the largest and most complete thing of the kind in the district of Gaspé. It is built on a wharf, so that goods can be unloaded direct from the lighters and boats which transport the cargo from the vessels lying in the roadstead. This was the first wharf erected at Paspebiac.

Messrs. Le Boutillier Brothers have gradually increased their business. Paspebiac is their chief depot, and the residence of Mr. Carcaud, the head manager. But they have now five additional establishments, namely, at Bonaventure Island, at Forto, Labrador, at Isle à Bois, Straits of Belle Isle, and on the Island of Miscou, which forms the entrance of the Bay Chaleurs, on the New Brunswick side. The fifth is at Thunder River, on the north shore of the Gulf. The above are all fishing establishments, but they have also a handsome shop at New Carlisle. At Labrador alone they employ upwards of two hundred persons every summer.

On the main land, in rear of our view, is a splendid farm—one of the most extensive, we believe, on this shore. There is an excellent three-storey brick house, with a capital barn and suitable outhouses, the whole forming a most comfortable and respectable residence, and is occupied by the manager and clerks during the winter months. These gentlemen have not only a fine farm, but good stock, including Jersey horned cattle, generally known as the Alderney breed, sheep of the Leicester and South Down breeds, good hogs, &c., all of which they have imported from Europe at considerable expense, thereby benefitting the agriculturists around them.

The founder of the firm, Mr. David Le Boutillier, was a member of the legislature, and represented the county of Bonaventure for several years.

* Messrs. Wm. Fruing & Co. were second on the list as exporters of fish, according to the Customs returns in 1865.

Roberts & Reinhold, lith. Place d'Armes Mtl.

NEW CARLISLE.

New Carlisle, the shire town of the County of Bonaventure, is situated in Lat. 48° N., Long. 65° 19′ W., on the north shore of the Bay Chaleurs, in the township of Cox. The town plot as laid out, is about a mile square, divided into acre lots. The buildings form a straggling village, erected without the slightest regard to appearance or regularity.

The town is pleasantly situated on a gentle eminence, commanding a fine view of the sea, as well as of the New Brunswick Coast, on the south side of the Bay, which in clear weather is distinctly seen.

A beautiful sandy beach extends along the shore, and the clear, pure, salt water, is sufficiently attractive and inviting to gratify the most fastidious Naiads we read of in heathen mythology. Invalids will find it an excellent locality for sea-bathing, and it is much to be regretted that some enterprising individual has not long ere this built a good hotel, with all the necessary accommodation for sea-bathing. If New Carlisle is to make any material progress in improvement, it must be as a summer resort for pleasure-eekers and invalids. In a commercial point of view, its prospects are poor indeed.

Mr. Bouchette, in his Topographical Description of Lower Canada, says : "The town of New Carlisle, the principal one in this District, is situated in Cox township, and laid out in a manner that hereafter it may become a compact and regular little place ; the position of it is nearly central from each extremity of the Bay of Chaleurs, and the number of houses is from forty to fifty, all of wood. It has a church, a courthouse, and a gaol. The two latter are now building, under the superintendence of commissioners appointed under an Act of Parliament. The situation is very healthy, and the surrounding lands some of the most fertile of the district."

The population of the township of Cox at the date of the last census was 2161.

There are now two churches in New Carlisle, the Episcopal and Presbyterian. The court-house and gaol are under the same roof. There is also a town hall. The last two buildings are of stone. The town also contains two hotels and five shops. Of the latter that owned by Messrs. Le Boutillier Bros. is fully equal, in every respect, to the generality of similar establishments in our large provincial towns.

New Carlisle was first settled by American loyalists, that is, by persons whose loyalty to the British Crown, induced them to leave the United States at the period of the revolution. These persons obtained free grants of land, agricultural implements, seed and provisions for one year. Lieut. Governor Cox was appointed in or about the year 1785, as Governor of the district of Gaspé, and seems to have resided alternately in the two

shire towns, New Carlisle and Percé. He appears to have been sent for the purpose of settling the loyalists in New Carlisle and Douglastown, and is said to have expended between the two places upwards of £80,000 stg., a large amount when we consider the little progress made in either locality. Abbé Ferland states that Judge Thompson once jocularly observed to the Roman Catholic Bishop of Quebec, that "this sum can only have been spent in making excavations under ground, nothing appearing on the surface to justify such an outlay!"

On the left, the foreground of this view represents a wood, called the Common, which is a Government reserve, and might, with a moderate outlay, be converted into a public park or promenade. In the distance is seen the Episcopal Church. The large two-storied building in the centre is the court hall. To the left of that is the town hall. In the centre of the foreground is the white sandy beach skirting the sea-shore, from which is seen the road leading to the town. The large building to the right, the gable-end of which is seen in the plate, is Messrs. Le Boutillier Brothers' shop. Immediately to the right, partially concealed by trees, is a large two-storied stone house, the residence of J. R. Hamilton, Esq. Q. C.

Thomas Pye, Delineator

CARLETON, C. E.

Roberts & Reinhold, Lith. Place d'Armes, Mtl.

CARLETON.

Our plate represents the village of Carleton, most romantically situated at the foot of the mountain range known as the Tracadigetche Mountains, which rise almost abruptly, at from three-quarters of a mile to a mile and a quarter from the sea shore, to a height of upwards of 1400 feet. The village, which takes its name from the township of Carleton, consists of a few straggling houses in a sheltered nook. The population of the entire township, according to the census of 1861, was 958 souls, of whom only 26 were Protestants. This portion of the coast was first settled by the Acadians, who coming from Tracadie, named this spot Tracadigetche, or Little Tracadie.

The Bay of Carleton is a fine sheet of water formed by Megouacha and Tracadigetche Points. The River Nouvelle empties itself into this Bay. The anchorage is good, and the Bay affords a safe refuge for shipping from northerly and easterly gales. It is a favourite resort of the herring in Spring as a spawning ground, and immense quantities are caught, which are used not only as food, but also as manure.

The only place of worship is the Roman Catholic Church, a handsome new building, which does not appear in our view owing to its being considerably to the eastward.

The foreground of our plate shows a portion of the Barachois, a fine sheet of water into which the tide ebbs and flows, having a depth of not less than two or three feet of water at the lowest tide. The formation of this lagoon is very similar to that of Paspebiac, a low sandy bank, of a triangular shape, dividing it from the sea. There is a small island in the centre. The house and buildings opposite are those of Mr. Joseph N. Verge, Crown Timber Agent for the District of Gaspé. The building to the right is the school house, and those beyond that are the residence and business premises of Mr. John Meagher, the ex-member for the County of Bonaventure. The mountains form the back ground. The buildings at the foot extend to Nouvelle, and the high land in the distance, seen to the extreme left, is on the River Restigouche. The Abbé Ferland in his description of Gaspé, which he visited in 1836, speaks very highly of Carleton, which he appears to prefer to any other settlement on the coast.

There is a small court-house in the village, a common wooden building. The Circuit Court is held here in January, May, and September.

There are four mercantile establishments in Carleton, viz. those of Messrs. John Meagher, J. N. Verge, Charles Cullen, and Peter Peltier.

Thomas Pye, Delineator.

DALHOUSIE, N. B.

Roberts & Reinhold, lith. Place d'Armes, Mtl.

DALHOUSIE.

Dalhousie, the Shire Town of the County of Restigouche, in the Province of New Brunswick, is most delightfully situated on the south bank of the river Restigouche, in Lat. 47° 2′ 30″ N. Long. 65° 28′ 15″ W.

Few sites for a town have been better chosen than that of Dalhousie. At the head of the Bay Chaleurs, and at the mouth of a large river, with a capacious and safe harbour, capable of affording shelter to vessels of a heavy draught of water, it must, in the course of time, become a place of considerable importance, more especially in the event of the intercolonial railroad passing in its vicinity.

The first settlers in this locality were John Elsager, a German, and his son-in-law, Alexander Bain, both coopers and disbanded soldiers. The former finding that the spot on which he had squatted was a government reserve, went away, but his place was immediately occupied by Edward Hacquoil, another cooper, who, with his son-in-law, J. B. Cameron, Charles M'Pherson, Capt. John Hamilton, and Messrs. J. & H. Montgomery, were the only settlers when the town plot was laid out in 1826. When the fact that the survey had been made became generally known, other persons secured lots and began to build; and in 1827 three or four vessels arrived out from home to load timber. In 1829, the firm of P. & D. Stewart was established. The trade of Dalhousie increased so rapidly, that in 1832 no less than fifty-two vessels, forming an aggregate tonnage of 14,852 tons, were loaded here; and it is now the third port in the Province. It was in 1832 that Messrs. Gilmour & Rankin established a branch in this locality, under the firm of A. Ritchie & Co., which carried on business here as well as at Campbelltown, situated sixteen miles further up the river.

The Restigouche is a noble river, dividing the Provinces of Canada and New Brunswick. The beautiful scenery along its banks once seen will never be forgotten by the tourist; while the fine salmon that abound in its waters, present a strong attraction to the disciple of Isaac Walton. Few places in either Province offer greater advantages to the immigrant than the Restigouche. The soil on either side is good, and well adapted for agricultural purposes; any amount of water power can be obtained, and grist mills established as the country becomes settled. Timber abounds, and its preparation for market, either in the shape of deals, boards, or square timber, will afford ample employment for many a brawny arm for some years to come.

The county of Restigouche is universally admitted to be one of the finest grain-growing districts in the Province of New Brunswick. The best breeds of cattle have also been imported from the mother country, through the instrumentality of the Agricultural Society, which was first established

in 1840. The following gentlemen were the first office-bearers chosen :—Robert Ferguson, of Athol House, President; Hugh Montgomery and Andrew Barbarie, Vice-Presidents; Dugald Stewart, Secretary and Treasurer; with Walter Blair, Arthur Ritchie, Daniel M'Intosh, William Flemming, and Archibald Ramsay, as a Committee of Management. These gentlemen went to work in right good earnest, their first Annual Report showing that during the two preceding years the large amount of £20,614 Stg. had been paid by the county for its importations of agricultural produce. Seeds, cattle and agricultural implements were imported, and every possible means taken to assist and stimulate the farmers. The result was that the Customs' return of trade, up to January, 1846, showed a saving to the county, during the two preceding years, of £22,926 Stg.

This society has continued to foster and stimulate the agricultural interests up to the present period, and some few years since sent one of its prominent members, Andrew Barbarie, Esq., to England, for the purpose of selecting suitable animals to improve the stock.

The town is situated at the foot of a range of hills, from the top of which can be seen in rear, a vast tract of beautiful table land, extending as far as the eye can reach, all of which is suited for agricultural purposes.

Our view commences at Megouacha Point on the Canada side, extending up the river towards Campbelltown. To the right of the Point is seen Mr. Moffatt's steam mill. Further on, a column is seen on the top of the hill. This is a monument erected to the memory of Captain John Hamilton, father of the Hon. William Hamilton, whose name is given as one of the first settlers. The monument bears the following inscription :—

"In memory of Capt. John Hamilton, a native of Kingscross, Arran, Scotland. He was the first merchant who settled at Dalhousie, and along with many benevolent actions, built St. John's Presbyterian Church, for which his friends and countrymen here thus record their gratitude."

The large two-storied house in front, and near the centre of our plate, is the residence of J. U. Campbell, Esq. An isolated building further to the right is the Roman Catholic Church. A large two-storey building, near the river, forms part of Mr. W. S. Smith's business premises, and a group of buildings, immediately in rear, on the brow of the hill, is the residence of Dugald Stewart, Esq.

Besides the Roman Catholic Church, shown in the view, there are two Protestant places of worship, a Presbyterian Church and a Wesleyan Chapel. An Episcopal Church is also in course of erection, but, judging from the time that has elapsed since its commencement, we fear that the churchmen of Dalhousie are not over zealous in the cause. This is much to be regretted, as, with a migratory population, such as necessarily congregates here during the summer months, the present church accommodation is far from sufficient, and a truly pious and efficient pastor would find here a wide field of usefulness during the busy season.

The public buildings consist of a Court House, Gaol, Town Hall, and Mechanics' Institute. A public wharf has also been built, aided by a Government grant. A little public spirit on the part of the mercantile community might, long ere this, have caused the erection of a substantial wharf along a portion of the river frontage, which would not only be an ornament to, and improve the salubrity of the town, but be a great convenience for shipping.

The chief exports are timber, deals, salmon and pickled herring.

The principal mercantile firms are Messrs. Wm. Hamilton, W. S. Smith, Geo. Moffatt, and D. Ritchie & Co.

The County of Restigouche was originally included with that of Gloucester in Northumberland, and was finally separated from Gloucester on the 1st of March, 1837.

Thomas Eve del. et sculp.

BATHURST, N.B.

Roberts & Reynolds Lith. Place d'Armes Mtl

BATHURST, NEW BRUNSWICK.

Bathurst, the Shire Town of the County of Gloucester, New Brunswick, is situated on the south. side of the Bay Chaleurs, in Lat. 47° 39′ N., Long. 65° 38′ W. Its site is one of the most picturesque and advantageous that could have been chosen, and does credit to its founder, the late Sir Howard Douglas, formerly Lieutenant Governor of New Brunswick, by whom it was selected in 1828, and named after Lord Bathurst, the then Colonial Minister.

The town is built on a level promontory, formed by the confluence of three rivers, the Big Nipisiquit on the east, and the Middle and Little Rivers on the west, which empty themselves into a noble basin, forming the harbour, three and a half miles long by one and a half miles in breadth. This splendid sheet of water is only navigable through the channels formed by the rivers, which are very intrieate The population of Bathurst, whieh at one period reached 1100, is now reduced to 800. It eontains an Episcopal ehurch, a Wesleyan chapel, a court house, gaol, masonic hall, two hotels, several well stoeked shops, and many handsome private residences.

The harbour, which is completely land-locked, is a bar harbour, and too shallow for vessels of any burthen. Vessels drawing more than ten to twelve feet must load outside of the bar—a very serious drawback to the commercial prosperity of the port.

The late Honourable Joseph Cunard carried on a very extensive business in Bathurst at one period, having a large ship-yard, from which a number of vessels of considerable tonnage were launched every summer. Timber onee formed an extensive artiele of export, but the giants of the forest have disappeared, and sawn lumber has beeome the chief export during the last twenty years.

Bathurst was first known by the Indian name of Nipisiquit. The French named it St. Pierre, an appellation which it bore until 1829, when it was changed to Bathurst by an act of the legislature. The village on the north side of the basin still retains the name of St. Peter. The town and village are united by a substantial wooden bridge of half a mile in length, which spans the mouth of the Big Nipisiquit, eorrupted from Winkapequwiek, which in the Mie-Mac language means broken or troubled waters. This river, which has its souree in lakes distant about ninety miles, is not navigable beyond its mouth, except in canoes, being broken by falls and rapids. The Great Falls, distant about twenty miles, are well worthy of a visit. The entire body of water is here eonfined to a narrow passage from thirty to forty feet wide, cut, as it were, between the solid rock, through which it rushes with a thundering roar, falling nearly one hundred feet into a natural canal, whose perpendicular walls completely exclude the sun's rays.

Our plate represents the village of St. Peter. The foreground on the left is formed by the bridge. Above is the Presbyterian Church. Near the centre is the high road towards Restigouche, going straight up from the bridge. The buildings on the right of the road are the property of Messrs. Napier, Rainey, and M'Culloch Brothers, the last two having retail stores. The buildings below, at the water's edge, form a part of the extensive premises of Messrs. Ferguson, Rankin & Co. The large two-storey building contains the shop, office, &c. In the right hand corner is their extensive steam saw mill and deal wharves, with a ship alongside loading. They have also a ship-yard, and afford constant employment to some two hundred persons. The residence of the manager, the Hon. John Ferguson, a most comfortable establishment, is wholly concealed by the trees in the background. Above these are seen the Roman Catholic Church, and a Convent or religious Seminary, the latter being now in course of erection.

Just over the hill, on the highroad, Mr. Ferguson has, we think, the best managed farm on either side of the Bay Chaleurs. No expense is spared to secure the best breeds of horned cattle, sheep, pigs, &c.

The firm of Ferguson, Rankin & Co. is a branch of the great house of Gilmour & Rankin, so well known in the lumber trade both in New Brunswick and Canada. This branch has been carrying on business in Bathurst under the above name since 1834.

Thomas Pye, Delineator.

AMHERST HARBOUR, MARITIME ALPS.

Roberts & Reinhold, lith. Place d'Armes, Mtl.

AMHERST ISLAND, MAGDALEN ISLANDS.

This is a view of the port and harbour of Amherst, Magdalen Islands, in the Gulf of St. Lawrence, Lat. 47° 12′ N., and Lon. 61° 50′ W., taken from the Demoiselle Hills, on the N. N. W. side of the harbour, and showing, in the centre of the foreground, the Custom House, Court House, Gaol and new public buildings. To the left is the Cape, forming the entrance to Amherst harbour, on which is erected the Episcopal Church. Amherst Island contains about 1000 inhabitants, and is the most important of the Magdalen group, which consists of Amherst, Entry, Grindstone, Alright, Coffins, Grosseisle, Bryon and Deadman Islands, and the Bird Rock. It is named after the distinguished general, who, more than a century ago, took such an active part in dislodging the French from their Colonial possessions in America. It is about eleven miles in length and four in breadth; contains excellent soil, and from its shores a most extensive cod, herring, seal and mackerel fishery is carried on. The island is annually visited by hundreds of English, French and American fishing vessels. The harbour, which is entered from Pleasant Bay, is capable of containing several hundred vessels, (drawing not over twelve feet of water,) and affords shelter from all winds. In the background is seen the Long Sand Beach, which divides Pleasant Bay from the waters of the Gulf, and extends to Sandy Hook Channel, which forms the entrance to Pleasant Bay. Amherst is a port of entry, and a warehousing port, and is sixty miles direct from Cape North, in Cape Breton, 150 miles from Gaspé, in Lower Canada, 120 miles from Cape Ray, Newfoundland, and fifty miles from the east point of Prince Edward Island.

Captain (afterwards Admiral) Sir Isaac Coffin obtained a grant of the Magdalen islands in 1798. He was born in Boston in 1760, entered the navy at the early age of 13, and passed through the various grades of rank until the Midshipman became the full Admiral in 1814.

The Admiral died in 1839, and left the islands to his nephew Captain John Townsend Coffin, an officer in the British navy, who has recently attained to the rank of Admiral. They are now an entailed estate in his possession. Both the late and the present possessor have, in a variety of ways, testified their interest in the welfare of their tenants, the inhabitants of the islands. The income derived from them is merely nominal, and is always expended in improvements designed to promote the welfare of the inhabitants.

At the time the grant was made the population was about 500 souls. In 1861, when the census was taken, the total population was found to be 2651.

Thomas Pre. Delineator.

PORT MARQUE, MAGDALEN [illegible]

Roberts, Pont. Mable Place d'Armes Mtl

ALRIGHT ISLAND, M. I.

This is a view of the northern extremity of Alright Island, showing part of the settlement of House Harbour, together with the southern entrance to the harbour bearing the same name.

Alright Island lies to the north-east of Amherst Island, and forms the north-east boundary of Pleasant Bay, which has here a width of about twelve miles. The island is about four miles long by two broad, and its surface is almost entirely a succession of small hills and valleys. The soil is fertile though little cultivated, as the inhabitants, with few exceptions, devote themselves entirely to the seal and cod fisheries.

In the foreground is the Roman Catholic Church, a new and commodious structure, with a presbytery and school-house in the rear. A little to the right is the dwelling-house of Wm. Johnston, Esq., the principal merchant resident here. Further, in the same direction, is a flat sandy beach, dividing the waters of Pleasant Bay from another small bay, and terminating towards the east in a point, on which are situated the merchants' stores, and the buildings used in preparing the seal oil, which forms their principal staple of trade. This point forms the southern boundary of the entrance to House Harbour, which is protected to the north by another point stretching from Grindstone Island (seen in the rear). This is the general anchoring ground of the vessels frequenting this island, several of which are shown in the plate. The waters of Pleasant Bay, after passing between these points, flow for about twenty miles to the east, between two sand ridges, which are prolongations of Grindstone and Alright Islands and form a kind of lagoon varying in width from a half to one and a half miles. At the eastern extremity of this lagoon is Grosseisle, an island with a very good harbour, open to the south, called Grand Entry.

In the background is shown a part of Grindstone Island, so called from a lofty conical cape of sandstone on its south-east shore, called by the French Cap Meule. This island forms the north-west boundary of Pleasant Bay, and is about five miles in length. Its soil is rich, and agriculture is prosecuted with vigour. The eastern extremity, shown in the plate, is very interesting, from the numerous traces of volcanic action it presents, lava, tufa and scoria, being abundant. At its western limit is the thriving village of L'Etang du Nord.